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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

No. 147.—VOL. 6. [Registered at the
General Post Office]

SATURDAY, AUGUST 15, 1891.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

The various Labour organisations are, our readers will be happy to hear, taking steps to fight as many seats as possible at the approaching General Election. The recent triumphs of the Labour candidates in Australia and New Zealand show what working men can do if they like. If they set about the thing in the right way they might win sufficient seats to make the Labour members an appreciable power in the next Parliament, thereby completely dishing the politicians, who would have to bid for their support. Labour would then "block the way" as Ireland has done, and would continue to block it till Labour got justice, which would mean much.

The Royal National Lifeboat Institution, which has been the means of saving so many lives, is short of the necessary funds wherewith to continue its beneficent work. This we much regret to hear, and we suggest that each Branch of the Seamen's Union should make a collection for that Institution, which has the strongest claim on seafaring folk and their friends. If this be done, we shall be happy to contribute, notwithstanding the fact that the Institution boycotts SEAFARING as an advertising medium—which fact explains why sufficient funds are not forthcoming, because it is exactly the class of people comprising the majority of our readers whose interest it is that there shall be lifeboats, and plenty of them.

Whether the proverbial Chinese card sharper or the average shipowner is the worse of the two is a difficult question. One of the latest dodges of the latter is to have straw seized to the masts of his steamers, and hidden by sail covers, to make people believe sail power is provided as well as steam. Not a few steamers and many lives are probably lost through this, and will continue to be so long as it is the interests of owners to lose their vessels, or "gamble in human lives," as an admiral lately put it.

It is reported that:—

At the Edinburgh City Chambers, on Aug. 8, Captain Obichester, R.N., and Mr. H. Noel Malan, Inspector of Fisheries, opened an inquiry into the question of the lights carried by fishing vessels. Though intimation of the meeting had been sent through the usual channels, little interest seemed to be taken in the matter, as none of the local fishermen attended.

Had the inquiry been held at Newhaven, Granton, or Leith, instead of in Edinburgh, and the fishermen been made aware of it, the

result would have been different, as the matter is one of importance to the fishermen. True we are told that "intimation of the meeting had been sent through the usual channels." The usual channels are publications which fishermen usually do not see.

A specimen of the insolence seamen have to put up with from certain Board of Trade officials has just been reported to us, and into it inquiry should be made. William Reynolds, a seafaring man, applied at one of the London Shipping Offices for his wages, but Reynolds being drunk the shipping master very properly refused to pay him. There was no objection to that, but, when he was sober and again applied, he was informed that he had already been paid and must have lit his pipe with the money when he was in the condition referred to. The man, however, persisted in calling several times, but to no purpose until, finally, he sought the aid of Mr. Brown, the solicitor to the Union, who called upon the shipping master in company with the man, to ascertain how it was the money had not been paid over. Mr. Brown was told that it had been paid, but upon being threatened with having the matter further investigated one of the officials suddenly discovered that the money was still there, and, furthermore, had the impudence to say Reynolds was then drunk, although Mr. Brown was present to prove his sobriety.

Why should Board of Trade officials be allowed to treat seamen in such a manner? There is only one remedy, and that is to have stronger representation on all local Marine Boards, and then when cases of a similar kind to that of Reynolds's occur, we can teach the officials what their duties are.

An officer writes:—"Noticing in this week's 'Dog Watch' that the Shipmasters' and Officers' Union has decided to make London its head quarters, and that Captain Nash has been appointed chief secretary; also having noticed editorial remarks re president who will actually preside, and take an active part in the movement, I, for one, quite agree with the editor on that point. By all means make London the head centre. Also take my advice and place the Shipmasters' and Officers' Union under the management of solid men who know what is needed for the officers of ships. Let's have no more of such management as has been. We ship officers want our lives made more comfortable at sea as well as in port; we want something more in the shape of wages than 2½d. per hour. And the worthy editor

of SEAFARING is quite right in saying that a fresh departure must be taken in the shape of agitations and meetings. Now, friend Nash, show yourself as you have done before for the seamen. Spur up in your new official capacity. Let's see how long it is going to take for you to have all debts cleared, and £126 put into the bank; only take care no one steps in when you have got it done to spend it for you, and see that your London members buy a new broom and clean sweep the decks of old rope yarns. Rig the ship with new ropes, and God-speed you with fair winds."

A correspondent writes:—"Fairplay, the bosom friend of Mr. Wilson, which was kind enough to pay £100 damages this year for libelling him, seems exceedingly annoyed that Mr. Chaplin, the Minister of Agriculture, should have condescended to identify himself with such a criminal. At the conference which took place between Mr. Chaplin and the shipowners with reference to his intended regulations of the cattle trade, Mr. Chaplin promised, before issuing such regulations, that he would consult the shipowners', and sailors' and firemen's representatives. When the meeting took place the general secretary of the seamen attended, and sent his card to Mr. Chaplin, who mentioned to the shipowners that Mr. Wilson was outside, and would like to be present to hear the regulations read. This was more than the shipowners could stand, although some of them were the same men who had previously attended the sailors' and firemen's deputation to Mr. Chaplin a short while previously. Fairplay seems alarmed that a responsible minister like Mr. Chaplin should recognise the ability of Mr. Wilson. They will be further alarmed some day if they find the general secretary of the Sailors' and Firemen's Union President of the Board of Trade. But the question arises—Why does not the Minister of the Government, whose duty it is to regulate matters relating to shipping, consult with the representatives of the seamen as well as those of the shipowners? However, we are glad to say things are altering very much now, and the shipowners will find that the sailors and firemen are not the helpless creatures they were in times gone by, but that they have now a powerful organisation, with an energetic practical secretary at its head."

It was recently mentioned in these columns that Mr. Furusuth, one of the delegates from America to the Seamen's Congress of last year, had been appointed editor of the *Coast Seamen's Journal*. We should have said he had been appointed secretary of the Coast Seamen's Union.

Captain Mackay is still editor of the *Coast Seamen's Journal*, and to him belongs the credit of the recent improvement of that publication.

A correspondent writes:—"As compared with French harbours, there is comparatively little working of cargoes on Sundays on board ships in Italian ports, although there are no laws against this practice, and for small fees cargoes can be worked on Sundays at Leghorn and Palermo. At Naples the Custom-house is closed at noon, but some British ships find little difficulty in pleading necessity for discharging cargo on Sundays. The steamers of the Orient Line and of the British India Steam Navigation Company, being mail steamers, plead the Post-office itinerary, and work their cargoes on Sundays, as do the chartered steamers of the Italo-Britannica Line. Other lines of steamers do so occasionally when they want to get away so as not to lose a cargo at another port, or on some other plea of alleged necessity, such as the Leyland Line, Messrs. McCracken, Fenwick & Co.'s steamers, the General Steam Navigation Company's vessels, and the "Z" Line. It is gratifying to find that certain lines of British steamers withstand this temptation of competition, and are never seen to open their hatches in the Bay of Naples on a Sunday. Amongst these honourable exceptions are the Anchor and the Cunard Lines, of Liverpool, and the Wilson Line, of Hull. Steamers laden with coal do not, as a general rule, discharge their cargoes on Sundays at Naples, except when payment of demurrage would be the penalty of abstention. But for British ships, there would probably be little or no working of cargo or of bunker coal in Italian harbours on Sunday."

Captain Cawley holds a Lieutenant's commission in the Naval Reserve, and is, with one exception, the senior Reserve officer in the habit of serving afloat during the annual manoeuvres. This year he has been serving in H.M.S. *Thames*, in which he had charge of a watch and command of the port battery. Captain Metcalfe Lang, R.N., of H.M.S. *Thames*, bears the highest testimony to his zeal and skill.

INSUFFICIENT LIME JUICE.—At Newport Police Court on Aug. 7, William Robson Beeble, captain of the *Weardale* (s.), was summoned for not carrying an adequate supply of lime juice, and also for not serving out the prescribed quantity to the members of the crew. The vessel left London on March 8, went to Dartmouth to pick up the mails, and then proceeded to the West Indies, calling at Barbadoes, St. Lucia, Trinidad, La Guayra, Puerto Cabello, Tampa, and other places where cargo was landed. The crew consisted of 20 men, and it was stated in evidence that on the 10th day out the steward, Josef Meyer, an Austrian, went to look in the locker for lime juice. There were only eight bottles on board, of which six were consumed on the outward voyage; and, although the steward tried to get an extra supply from other ships at Tampa, the captain would not buy it. In reply to Mr. Louis Hornby, who defended, the steward said the crew had soup once a day and potatoes twice a day during the whole voyage, and fresh meat at every port. The official log showed that there had been considerable friction on the voyage, one of three months' duration, between the captain and the chief officer, and it was suggested that the crew made the complaint to the local superintendent (Mr. T. Porteous) at the mate's instigation. The Board of Trade had ordered an investigation into the conduct of the captain, but this had been stopped by the action of the Cardiff Local Marine Board. Mr. R. P. Williams pointed out that the penalty was not exceeding £20. The Bench fined defendant 40s.

SEAMEN'S UNION NOTES.

By CAULD LAD-O'-HYLTON.

We are glad to note that old fighting Moodie, of Burntisland, is still on the war-path, and the income of his Branch is trebling. He is one of the most energetic secretaries in the Union, and it would not be a bad thing if others would follow his example. He is seen early and late visiting ships in Burntisland, and now the captains recognise that it is no use to fight Moodie. They make terms with him constantly, with the result that better men are got and very few tides lost. The income of the Burntisland Branch is rapidly increasing, and in proportion to expenditure is one of the most successful in the Union.

We are glad also to note that further success is attending Mr. Donovan at Tower Hill. We are informed last Monday he took £9 in the Branch. Not a bad day's work, and if such success continues to attend his efforts Mr. Donovan will soon have one of the most prosperous Branches in the London District.

Some seamen were foolish enough to believe the statements made by the ship-owners and the Shipping Federation, that that body had no intention of reducing the wages. Not they—the shipowners are far too generous for that—but had those foolish seamen been in Cardiff the other day their nerves would have received a rude shock. There were no less than five Federation shipowners who attempted to reduce the wages 10s. per month, and we are informed that shipowner Morrell has had his renowned s.s. *Pontypridd* tied up since Monday, and that an effort is to be made to take her into the roads.

Fortunately for the seamen the Union is still too strong to be trampled upon, and in every case of attempted reduction the owners have been defeated. The result is that backsliders are beginning to realise that it is better to pay their contributions and maintain the present wages, than sail for 10s. below the present rate.

Attempted reductions of wages are the best thing that ever happened for the backsliders, as they realise now who are their true friends—the Federation or the Union.

Last Saturday the general secretary was on his way home from Swansea Assizes where he had been prosecuting certain boarding masters for alleged perjury, and he called at Newport. Upon entering the Branch office his eye caught a number of copies of *SEAFARING*, upon which he immediately pounced, and sticking a bundle of them under his arm he went amongst the men at the Shipping Office, and in less than ten minutes had sold 60 copies. The correspondent who supplies this information says he wishes some of the Branch secretaries would follow his example, as a much larger number of copies would thus be purchased, which would be a direct benefit to the Union, for unless the members read and learn the latest movements of the Union they cannot be so earnest as they should be in the cause.

FEDERATION OF SAIL-MAKERS.

FIRST ANNUAL CONFERENCE IN HULL.

PRESIDENTIAL ADDRESS.

The first annual conference of the Federated Society of Sailmakers of Great Britain and Ireland was commenced last Tuesday in the Oddfellows' Hall, Lowgate, Hull. Mr. Chas. Peters officiated as president, there being a good attendance of delegates from Grimsby, Dundee, North Shields, Liverpool, Greenock, Sunderland, and other sail-making centres in the three kingdoms. After the election of a Standing Orders Committee,

Councillor Millington gave the delegates a hearty welcome. He believed the delegates had met to better the condition of the trade to which they belonged, and the Trades Council thought it their duty, as representing the organised workers of the town, to give them

A HEARTY WELCOME.

They could not realise to the full the benefit to be derived from organisation and combination amongst the workers, but some of those who had been working longer in the cause than he had must be rejoicing to see the position the working classes were now holding in the country. They were realising what their forefathers never expected to see—they were letting the public see that there were working men capable of taking up public positions. (Applause.)

Mr. Skinner (secretary of the Trades Council) endorsed the remarks of Councillor Millington.

A vote of thanks having been accorded to the officials of the Council for their welcome,

The President, on rising to open the proceedings, said: Fellow Delegates,—In the name of the members of the Hull Branch of the Federated Sailmakers' Societies of Great Britain and Ireland, it affords me great pleasure to again welcome you to our town. I hope your visit to Hull will prove one of pleasure to yourselves and also benefit to every member of the Federation. And in the name of the Hull Branch I take this opportunity of returning our hearty thanks for the confidence you placed in us by appointing us to fill the office and carry out the duties of the Executive of the Federation. Whilst appreciating the honour you thereby placed upon us, I hope we have not forgotten the responsibilities nor neglected the duties of the position in which you placed us. I feel certain you will give credit for sincerity of purpose, and an earnest desire to carry out to the best of our ability to a successful issue the important duties committed to our care. (Hear, hear.) I feel sure your deliberations during the conference will be carried out with marked discretion and consideration, not only for the improvement of the conditions under which we labour for an existence, but also to deal out to employers that justice which they in their dealings with the workers have failed to impart. Again, in the name of the Hull Branch I give you a cordial welcome to our town. (Hear, hear.)

THE SPIRIT OF INDEPENDENCE.

But we must remember that we are assembled here to-day as representatives sent by

the members of the different branches of our Federation. And I take it that it is our desire to represent our fellow-members fearlessly and honestly. Our aim or object in joining Trades Unions and forming Federations is not to exact the utmost penny of increased wealth accruing to our labour, but to defend ourselves against the selfish money-grabbing employer, who has no thought for his fellow-men, and whose only god is money, and a desire to die a millionaire, regardless of the suffering and misery of his fellow-creatures. That there is a great amount of responsibility resting with the executive of Federation or amalgamated bodies of men, I think no one will deny. During our term of office the advice of the Executive has been sought in connection with labour disputes by different branches of the Federation—disputes between labour and capital—and also slight misunderstandings which have arisen, and which it is needless to mention here. Our advice has always been on the side of conciliation—(applause)—as we believed it to be prejudicial to our interests to resort to extreme measures in any case, if such could with dignity be avoided. During the short time the Federation has been in existence the members of several branches have experienced an improvement of the conditions under which they work. We can point to instances of

HIGHER WAGES.

and also to a reduction of hours worked having been obtained. It may be said by men who do not belong to any trade society that all this could have been accomplished without the aid of Trades Unionism. In answer to such a statement I would refer those who make it to the Dockers' Union, the National Union of Seamen and Firemen, or any other Trades Union in existence. There is no gainsaying the assertion that both organised and unorganised labour have been benefitted by the action of Trades Unionism. (Hear, hear.) So far as the non-Unionists are concerned, they have, without having the courage to fight or the manliness to pay, reaped where they had not sown, and to-day they enjoy, and to the fullest extent take advantage of, privileges which they have put forth no effort to obtain. But in taking leave of men who lack that spirit of independence which would impel them to join a trade society, I would say that they are a stumbling-block in the way of improvement, a clog on the wheel of progress, and a source of weakness to men who have the courage to demand a more equitable adjustment of the relationship existing between capital and labour. I feel certain the Trades Unionism of the workers will in the end triumph over that of the employers, and also that there are brighter days in store for those who have to grind and toil for a living. Public opinion is daily turning in our favour. And in the future the employer who refuses to hand over to the workers their just share of the wealth created by their labour will be branded as a—well, a dishonest man, and shunned by society at large. (Hear, hear.)

THE SHIPPING FEDERATION.

Just a few words in connection with the Shipping Federation. I am quite prepared to admit that the shipowners have a perfect right to form a Federation. Yes, as much right as we have to form or belong to Trade Societies. Well, the Shipping Federation affects us as well as the Engineers, Carpenters, or Seamen and Firemen, and so long as it fights in a fair and honourable

manner we are satisfied. The Trades Unionists connected with the shipping industry ask only for a fair field and no favour. But we don't believe in the manner in which the Shipping Federation have tried to decoy men from their Trades Unions by paying for a time higher wages than were ever demanded by Trades Unions.

WHAT OBJECT

had the Federation in view?—There is not the least doubt but their aim was, and is to-day, if possible, to smash up Trades Unions and reduce wages to starvation point. We also object to owners reducing their freights or charges to or from Continental ports, simply because other owners running ships in opposition to the same ports choose voluntarily to raise the wages of their men, thus proving that there are owners who would sooner reduce freights than advance wages. The working classes have been, and are to-day, accused of driving trade away from this country, by demanding what some people are pleased to term exorbitant wages. In the opinion of a great number of Trades Unionists the war

OF MAD-BRAINED COMPETITION

indulged in by selfish employers in all trades is far more likely to result in disaster to the trade of the country than charging a fair price for work, and paying the workers as they ought to be paid for doing it. If it would not be considered an act of presumption on my part, I would suggest that, instead of indulging in a cut-throat policy, of reducing freights and trying to run each other off, that the owners should agree to fix, and in all cases charge, a fair price. Then they would be able not only to live themselves, but also to pay the men in their employ a wage by which they could also live as rational human beings. We were told by Mr. J. H. Wilson, a short time back, that Mr. Laws, of the Shipping Federation, had stated that so far as Hull was concerned Trades Unionism was dead. I should think "the wish was father to the thought." Mr. Laws will, perhaps, pardon me if I state that Trades Unionism in Hull is not dead. Nay, what is more, it is not even on the sick list, but as

STRONG AND WATCHFUL

as in days gone by. (Applause.) At the same time we have no desire to boast. I can say one thing in favour of the Trades Unionists of Hull, and that is, they wish for a peaceful settlement of any dispute that may arise, and are not desirous to indulge in tall talk or active operations. I can assure Mr. Laws and his employers that so far as this town is concerned Trades Unionism still enjoys robust health. I think it would be more praiseworthy on the part of the members of the Shipping Federation if, instead of trying to crush the National Union of Sailors and Firemen, they were to devote their energies, time, and money in securing the services of the best qualified men they could possibly engage to man their ships, and, what is more, prosecute any man who, under false pretences, signed as able seaman, well knowing at the time that he was neither able nor qualified to carry out the duties of the position he had secured. Another question might also claim their attention, and that is that

DUMMY SAILS

are carried on board steamers leaving and arriving at certain ports in England—instead of sails, straw is seized to the spars, and sail covers placed over all, giving an appearance to the vessel of being properly

supplied with sail power. ("Shame.") From most seaports in England we have serving on board either steamers or sailing vessels, in their capacity as sailmakers, members of our Federation, and we most strongly object to these men being compelled to run any unnecessary risk of life either through bad seamanship, want of sail power, or any other avoidable cause.

LABOUR-SAVING MACHINES.

The introduction of labour-saving machinery has wrought a complete revolution in the relationship existing between capital and labour, because, whilst machines have enormously increased the wealth of the capitalist, they have also placed in his hands an additional means of oppression, which he exercises to the fullest extent in his dealings with the workers. And when we come to realise the fact that machinery displaces manual labour to the tune of fifty, nay, even eighty per cent., I think we shall agree that it is a question that affects the interests of the community at large. And seeing that such is the case, it appears almost a certainty that the people of this nation will have to take it into

SERIOUS CONSIDERATION.

It may be all very well for the capitalists to reduce labour to the lowest possible point, but still we cannot ignore the fact that the interests of millions of workers are paramount to the wealth-grabbing propensities of the capitalist few, some of whom pose as philanthropists and friends of the working class. We have such men amongst us in Hull, and we appraise their motives at their true value. Now we, as practical men, know that sails put together by machinery are not equal to those made by hand. We defy either employer or foreman to refute this statement. The fact is the selvages of the cloth are left totally unprotected—the very parts of the sail that should be protected by the stitches. It would appear that instead of machinery proving a blessing to the men, it has in many cases proved a curse, for while these machines assist the already wealthy capitalist to enormously increase his wealth, they have also been the means of reducing thousands of the workers to

THE VERGE OF STARVATION.

Thus they compel thousands of men, who are willing and anxious to work, to join the already enormous army of unemployed. I am quite prepared to admit that in some branches of industry machinery is necessary, even indispensable; at the same time there are other branches of industry that machine work does not improve—nay, is not even as good as hand labour, and is not absolutely necessary. Therefore the only conclusion we can arrive at is, if machinery is destined to accomplish the work, which it would tax the energies of two-thirds of the community to get through, that we shall have to work less than an eight hours day, and the machines must of necessity be nationalised for the benefit of the community at large, for the very simple reason that the people of England—and by that I mean the toiling millions—will not stand idly by and starve, while millionaires are being manufactured in our land. (Hear, hear.)

AN EIGHT HOURS DAY.

The question of an Eight Hours Day continues to claim the attention of all sections of workers, and I believe the day is not far distant when most, if not all, trades will be working under such an arrangement. There can be no doubt that the necessity does exist for a reduction of

the hours at present worked by all trades. A recent Government inquiry into the condition of the unemployed elicited some startling facts. The percentages of unemployed in some trades were enormous. Thus the percentages of men out of work in the following trades were:—Dock labourers 55 per cent, labourers 37, shipwrights 44, masons 37, painters 33, and carpenters 27. These facts, I think, clearly indicate a necessity for the reduction of the hours worked by only a portion of the members of our trades societies, whilst a great percentage of their members are anxious, but unable, to obtain employment. But there are, in my opinion, other causes operating against employment being found for all who are willing to work. One cause is the heartless and

SELFISH SPIRIT OF GREED

displayed by all who work systematic overtime. A few days ago a workman in Hull was asked to attend a meeting to speak in favour of an eight hours day. This man made reply by stating that he could not conscientiously attend such a meeting, seeing that he had put in 128 hours that week, or about two and a-half weeks' work in one. Now, I ask, is it reasonable to suppose that a man can do justice when on duty so many hours? I say most emphatically—No! And what is more I maintain that when employers compel men to work

SYSTEMATIC OVERTIME

it is a loss, not only to the employers, but in very many instances a deliberate fraud on the customers by whom the employer is engaged. Personally, I am of opinion that the engineers are a body of men that dearly love overtime—or, at any rate, the pay received for working it—utterly regardless of the interests of their fellow-men. Now, I believe by rule they refuse to work overtime on Monday night. Then if so, why not by the same rule extend it to every night in the week. There are other and smaller societies the members of which absolutely refuse to work overtime (unless in a case of emergency) should any of their fellow-members be out of work. Another cause of want of employment is that of the immigration of

FOREIGN PAUPERS

into this country, by which nearly every trade is inundated with cheap labour, to the evident advantage of the employer, the capitalist, and the sweater, and to the disadvantage of the British worker. Therefore the query naturally arises—What earthly purpose will an eight hours day serve if systematic overtime be rampant, and the immigration of foreign workmen floods the country with surplus labour to compete with the already enormous amount of unemployed labour in the country? But to leave even overtime out of the question, I ask—Is right or just that this country should be flooded with foreign pauper recruits to swell the ranks of the enormous standing army of unemployed in our midst? (Cries of "No.") Well, we are agreed, I think, of the necessity existing for an eight hours day.

THE BONE OF CONTENTION

appears to be—how shall it be obtained? Personally, I am still of the opinion that it will have to be gained by Trades Union effort. I don't make this statement glibly (as one loquacious individual in Hull put it). It is my firm conviction that the Trades Unionists can by combined effort obtain the

eight hours day, and here I say all honour to the engineers who bore the brunt of the battle for the nine hours day. I think no one will deny the fact that the workers are in earnest in this matter. If the workers really desire it no power on earth can long stand in the way of their obtaining it. If Trades Union effort—which is really an appeal to the common-sense of the employers—fails, then legislation will be demanded. (Applause)

LABOUR REPRESENTATION.

The question of labour representation, so far as the interests of the workers are concerned, is still one of great anxiety to us. The indifference with which thousands of our fellow toilers treat this subject is appalling. For instance, in Hull, with its 200,000 inhabitants, mostly of the working class, we can only claim, I believe, to have three *bonâ fide* working men representatives; and I have no hesitation in saying such a state of affairs is a perfect disgrace to the working men of the town. We must have more representatives of our own class on all public bodies if the interests of the workers are to be adequately attended to. There are men in our Municipal and Imperial Parliaments who claim to represent us, and who consider,

BECAUSE THEY OPEN BAZAARS,

and occasionally come down with a subscription to some charitable institution, that we have a perfect right to return them time after time, that they may further their own interests rather than the interests of the workers. If we are to be honestly represented and our interests sedulously guarded, it is our duty to choose men from our own ranks, men who know what it is to work, and who have experienced the roughs with but a very small share of the pleasures of this life. It must be obvious to all that

A MAN WHO HAS STRUGGLED

by our side for a bare existence will be more likely to understand our position and represent our interests than one who never did a day's work in his life, but whose sole aim or ambition appeared to be to amass a stupendous amount of wealth to enjoy himself during life, and at death bequeath to his posterity that they may, if possible, for all time live a life of idleness and luxury. In the future a man's claim to represent the workers will have to be based upon something different to the depth of his purse, or the number of acres he may call his own. In the House of Commons we find that all interests, excepting the interests of the working classes, are

OVERWHELMINGLY REPRESENTED.

I believe in the House of Commons there are between six or seven hundred representatives. Yet out of nearly seven hundred members of Parliament you cannot find a score of *bonâ fide* working-men. The interests of the wealthy have always been well represented in both Houses, and for centuries the land-grabbers and the aristocratic idlers have passed laws in favour of themselves. As the result of such one-sided and

THIEVISH LEGISLATION

a few thousand individuals live in luxury and idleness on the proceeds of stolen property, whilst the millions who have been unjustly deprived of their rights eke out a slavish existence, with the prospect of the workhouse as an asylum in which to end their days, and looking forward to death to release them from a life which, so far as

they are concerned, is not worth living. In my opinion, we ought to have at the very least

300 BONA FIDE LABOUR REPRESENTATIVES.

—yes, and even a larger number than that—in the House of Commons. Even then we should not have more than our just share of the representation of the community, for according to the "Financial Reform Almanac" for the year 1887, one class alone, the landholders, numbered 209 representatives. Now, if we are desirous of being adequately represented in the House of Commons we shall have to make every effort possible in using the power we possess to return representatives chosen from our own ranks, that they may take their place as members of Parliament, and thus reduce the number and the power of the land-grabber, the non-producer, and the aristocratic paupers, whose only aim in the House of Commons is to

PERPETUATE FRAUD

and retard remediable legislation. It is our duty to use the powers we possess in a constitutional manner in furthering the interests and improving the condition of our own class. As an illustration of the manner in which the present members of Parliament represent our interests in the House of Commons, we will take one instance. The member for West Hull a short time ago wrote the secretary of the Hull Trades and Labour Council stating that he (Mr. C. H. Wilson, M.P.) hoped to be able to support in the House the views of the Council as to laundries, child labour, and sweaters. But on the day Mr. Sidney Buxton brought forward his motion in the House for the raising of the age at which a child should be allowed to commence a life of drudgery

MR. WILSON

was not present to support any views at all. A few days later we read of the hon. member being present in the House asking Mr. Smith a question in connection with the cattle trade. Now, it may be all very well for members of the House to pair, but what we want are representatives who will not only vote in our favour, but also be the voice of our opinions. Here the question naturally arises how men chosen from our own ranks as representatives are to be supported while furthering our interests in the House of Commons. Well, we have members in the House

RECEIVING PAY

for services rendered, and in some cases their emoluments are much in excess of the value of the services rendered to the community at large. Therefore our argument is that if one section of the members in the House be entitled to receive pay, every member in the Commons is entitled to the same privilege or right, that is—State payment for their services. In my opinion,

UNTIL EVERY MEMBER OF PARLIAMENT IS PAID

by the State, labour representation in the House of Commons will make but very little progress indeed. (Hear, hear.) I would rather be represented by one Ben Tillett than any number of capitalists in creation. We want more Tom Manns, John Burneses, J. H. Wilsons, and "Nunquams" to represent us in the House of Commons, and, most certainly,

WE AS WORKERS DESERVE FLOGGING

if we don't get them. It is really to be hoped the days of toadyism have passed

away for ever, and that the workers in the future will attend to, and further their own interests by sending men of their own order to represent them, either in our local or Imperial Parliaments, instead of lending themselves to snobbishness or flunkeyism, either to please an employer or any other person. (Applause.)

AUDITORS.

Mr. Darnell and Mr. Cairncross were elected auditors.

The Conference then adjourned for lunch.

AT THE TOWN HALL.

At noon his Worship received the members of the Conference at the Town Hall, and said that if there was anything he could do to further and make their visit welcome he should be pleased to do so. His Worship then intimated that Mr. Wildridge, the record-keeper, would accompany the representatives round the Town Hall. The ancient charters and other objects of interest were explained, and the company partook of light refreshments.

EXPLOSION ON THE "BAY OF PANAMA."—An inquiry was opened on Aug. 7 at the Sailors' Home, Falmouth, into the circumstances attending the death of George Henry Byford, who received injuries of a serious character from an explosion of the boiler of a steam hoist employed on board the wreck of the British ship *Bay of Panama*. The district coroner (Mr. J. R. Corryon) said that an inquiry of that description was necessary, but he believed they could only identify the body that afternoon and adjourn the inquest to some convenient day, and then go into the case. It would be necessary also for him to give the Secretary of State notice of the accident. Benjamin Price identified the body as the remains of George Henry Byford, with whom he used to lodge. In answer to questions by the jury, though not in examination, the witness said the deceased had been working on board the wreck about five weeks. He added that Byford was not in charge of the engine which exploded. The inquiry was adjourned.

SEIZURE OF A STEAMER.—Mr. Dow, the agent at Panama of the owners of the steamer *City of Panama*, received the following telegram from the captain of that vessel at La Libertad on the 9th inst.:—"The authorities refuse to clear the ship here, saying it is confiscated by order of the Government. General Letona is a passenger on board from Corinto to San José. The commandant of *La Union*, with an armed force, demanded his surrender, saying that he was a political criminal, and refused to despatch the ship unless his request was complied with. The request was refused, and after waiting 27 hours I sailed without clearance. The agent here advises going to San José direct to land passengers. I apprehend a serious difficulty from the President of San Salvador. He is at Acajutla with an armed force, and is determined to arrest five political refugees on board." Mr. Dow at once telegraphed to the captain to go to San José, and to keep the passengers on board until he had communicated with the United States Minister.

CHEATING THE COLD.—The Shaw, Savill & Albion Company's Royal Mail Line from New Zealand have told the captains of their steamers to go further north in the passage from New Zealand to Cape Horn, so as to avoid the cold weather, and make this part of the voyage more comfortable for passengers. The *Doric* was the first steamer to act on these instructions, and take what is called the northern track, and the following report of the trip will be of interest:—"On our last voyage in the *Doric* we went to the Horn by what is known as the northern track, and although it took us a day longer to reach the Horn, the weather experienced was so vastly better than that usually met with on the regular track that the passengers were delighted with the improvement. Captain Jennings had been for years on the usual track, and had never seen any ice, but during the past three years, still going the southern route, he has seen a great deal of ice on each passage. On the last trip, however, he went north to avoid the ice and fog, and had beautiful weather all the way, not having seen a bit of ice. Ice might be seen by the northern route, but the chances were 99 to 100 against it. The maximum southern latitude by the northern route was 50 deg., as against 47 deg. by the southern route."

EIGHT HOURS DAY,
APRIL 21, 1891.

ADVANCE AUSTRALIA, 1891.

The workshops are closed and silent, and
toil and tools lie still,
That late were so staunchly wielded, with
vigour and pride and skill,
And banner and emblem flutter, as bosoms
and voices greet,
A mighty and glad procession that marches
along the street,
Where freedom's own sons are thronging,
so close o'er the joyful scene,
That scarcely the wind of freedom can
glide through the space between,
And thousands of hearts are beating,
responsive to music gay,
For the land has sprung up rejoicing at her
workmen's holiday.

And why is the festive gladness, and why
is the cheering crowd?
And what is the brilliant conquest, whose
praises they shout aloud?
A conquest indeed, but guiltless of murder
or bloody broil,
Or fetters of harsh oppression, or pillage
or ruthless spoil.
No! peaceful! yet not less worthy of lofty
and deathless name,
Inscribed in resplendent letters, to shine
on the scroll of fame,
Where fighting in life's great battle, the
toilers among our race,
Have won for themselves, by merit, right
to a nobler place.

The right to possess unhindered, the rights
that existence lends,
The right to enjoy the converse of kindred
and trusty friends.
The right of a man, of having a life of his
own to lead,
Not merely a worn out fragment, too poor
for a master's greed,
The right to be left some portion of strength,
to direct his mind
To follow the track of progress that opens
before mankind.
Ay! such are the noble triumphs Victoria's
sons have won,
And what may they learn to conquer, ere
yet the world's war is done.

All hail! ye victorious workmen, may honours
your labours crown,
And larger your ranks exultant in turn as
the years go down,
And higher your lofty banner, and smoother
your pathway grow,
And clearer the skies above you, and brighter
your glory glow
Your frames, in the darker contest
accustomed to use their force,
Be mighty for noble efforts, to mark your
ascending course,
And onward to learning's temples, your
footsteps delighted stray,
Till even the thought of sadness has
vanished and passed away.

PROSECUTION OF A CAPTAIN.—At the Bangor Petty Sessions the Board of Trade has prosecuted William Brown, residing at Bangor, and captain of the schooner *Bellewood*, for (1), that he had not placed the rules and regulations pertaining to his ship in a conspicuous place where they might be read by the crew; (2) that the articles were not signed by the crew; (3) that he proceeded to sea without the articles being signed. Captain Brown was fined in 20s. and 20s. costs in each of the three cases.

HOMEWARD BOUND.

The following have been reported homeward bound since our last issue:—

Africa s left Sierra Leone Aug 6, for Liverpool
Aconagua s left Monte Video Aug 6, for L'pool
Aquila clrd at Campeltown July 23, for Liverpool
Albion left Rio Grande about July 20, for Liverpool
Actor s left Pernambuco Aug 7, for Liverpool
Arizona s left New York Aug 8, for Liverpool
Ameer s left Suez Aug 5, for London
Arcadia s left Colombo Aug 8, for London
Ajax left P. nang Aug 6, for London
Azammoon s left Singapore Aug 5, for London
Aorngi s left Lytlelton Aug 8, for London
Antilles s left Curacao Aug 6, for U K
Arbutus left St John, MB, for Dundalk
Annie clrd at Pictou, NS, July 15, for Dundee
Athenian s left Cape Town Aug 7, for S'thampton
Avanti left Quebec July 31, for Sunderland
Bay of Naples left Ascension July 9, for Liverpool
Benin s left Las Palmas Aug 1, for Liverpool
Branksome Hall s left Marseilles Aug 8, for L'pool
Britannic s left New York Aug 5, for Liverpool
Bostonian s left Boston Aug 5, for Liverpool
British Prince s left Philadelphia Aug 5, for L'pool
Brigella s left Newport News Aug 5, for Liverpool
Bernard Hall s left New Orleans Aug 8, for L'pool
Bengal s left Port Said Aug 8, for London
Benlarig s left Penang July 21, for London
British Princess clrd at San Francisco July 23, for:
Queens town
Ben Cruachan left Ascension July 4, for Dundee
Benavon left St Helena July 5, for Dundee
Brunel s left Baltimore Aug 6, for U K
Blenheim s left New York Aug 8, for U K
Buenos Ventura s left Norfolk Aug 8, for U K
Baracca s left New York Aug 10, for U K
Bertha left Quebec July 21, for Newport
Congo s left Sierra Leone Aug 4, for Liverpool
City of New York left New York Aug 8, for L'pool
Catalonia s left Boston Aug 6, for Liverpool
Clan Macleod s left Port Said Aug 5, for London
Clan Macneil s left Aden Aug 6, for London
Clan Matheson s left Aden Aug 5, for London
Clan Fraser s left Galle Aug 6, for London
Capella s left Perim Aug. 6, for London
City of Vienna s left Perim Aug. 6, for London
Clan Macdonald s left Aden Aug. 6, for London
Culgoa s left Adelaide Aug. 7, for London
City of Canterbury s left Colombo Aug. 3, for London
Clan Grant s left Colombo Aug. 6, for London
Clydebank left Valparaiso Aug 7, for Queens town
Canadian s left Philadelphia Aug. 1, for Glasgow
Crean s left Montreal Aug. 5, for Glasgow
Colina s Montreal Aug. 6, for Glasgow
Claribel left Pictou, NS, July 23, for Glasgow
Celina left Po-tland, Me, July 26, for Glasgow
Circassian Prince s left Philadelphia Aug. 4, for
U K
Charles Luling left New Orleans Aug. 8, for U K
Crown Prince left Ship Island Aug. 4, for Belfast
Caledonie s left Aden Aug. 4, for Bowling
Clyde s left Buenos Ayres Aug. 5, for Southampton
Columbian s left New York Aug. 6, for S'thampton
Dris left New York Aug. 4, for U K
Davo s left Baltimore Aug. 4, for U K
Deodatta left Brunswick Aug. 6, for U K
Darial s left Philadelphia Aug. 7, for U K
Dominion s left Quebec Aug. 6, for Bristol
Duro s left Malta Aug. 6, for Hull
Drummond s left Calcutta July 27, for Hull
Don s left Barbadoes Aug. 1, for Plymouth
Europa s left Suez Aug. 4, for Liverpool
Engineer s left New Orleans July 30, for Liverpool
Euclid s left New York Aug. 9, for Liverpool
Etruria s left New York Aug. 8, for Liverpool
Elphinstone s left Malta Aug. 5, for London
Echuca s left Aden Aug. 8, for London
Edith Hough s left Galveston Aug 6, for U K
Exeter City s left New York Aug 8, for Bristol
Endymion s left New York Aug 6, for Bristol
Eolo left Chatham, NB, July 24, for Cardiff
Ebenezer clrd at New York July 29, for Exmouth
Floridian s left New Orleans July 27, for Liverpool
Fortunato R s left Colombo Aug 2, for London
Forest clrd at St. John, NB, July 25, for Belfast
Fortuna left New York July 22, for Coleraine
Fremona s left Montreal Aug 5, for Dundee
Fruen left New York Aug 4, for Exmouth
Fortuna clrd at Campbeltown July 9, for Rhyll
G. B. Balfour left Rio Grande July 6, for Liverpool
Governor s left New Orleans Aug 9, for Liverpool
Guido s left Norfolk Aug 6, for Liverpool
Golconda s left Calcutta Aug 4, for London
Glenavon s left Singapore Aug 6, for London
Gaditano s left Norfolk Aug 6, for Greenock
Grace Gibson left Talcahuano prior to Aug 1, for
Channel
Gulf of Akaba s left Callao Aug 3, for U K
Grecian Prince s left New Orleans Aug 7, for U K
Glentanar s left New York Aug 10, for U K

German s left Tenerife Aug 7, for Southampton
 Heraclides s left Las Palmas Aug 3, for Liverpool
 Hydarnes s left Buenos Ayres July 25, for Liverpool
 Handel s left River Plate Aug. 3, for Liverpool
 Henriette left Pugwash July 20, for Liverpool
 Helopes s left River Plate Aug. 8, for Liverpool
 Hindoo s left New York Aug. 10, for London
 Helene left Pisagua July 27, for Channel
 Heligoland s left New York Aug. 6, for U K
 Helene left Quebec July 24, for Newcastle
 Irrawaddy s left Gibraltar Aug. 6, for Liverpool
 da left New York Aug. 4, for U K
 Ithamo s left Baltimore Aug. 8, for U K
 Iona at St. Jago July 10, for Cork
 James G. Bain left Caibarien July 20, for Glasgow
 Johann Sverdrup s left New York Aug. 6, for U K
 Juno s left Baltimore Aug. 7, for U K
 Jupiter left New York Aug. 8, for U K
 Karamania s left Calcutta Aug. 8, for London
 Kara s left Perim Aug. 5, for U K
 Kpler s left New York Aug. 7, for U K
 Lake Ontario s left Quebec Aug. 5, for Liverpool
 Lumberman's Lassie clrd at Quebec July 28, for
 Aberdeen
 Lahn s left New York Aug 5, for U K
 Manx Queen, Kee, left Tlacotalpam July 21, for
 Liverpool
 Minnesota s left Baltimore Aug 7, for Liverpool
 Matadi s left Sierra Leone Aug 10, for Liverpool
 Matatua s left Tenerife Aug 3, for London
 Mombassa s left Naples Aug 5, for London
 Methven Castle s left Las Palmas Aug 7, for London
 Matthew Bedlington s left Baltimore Aug 4, for U K
 Maria Teresa left Brunswick Aug 4, for U K
 Manningham s left New York Aug 7, for U K
 Minnesota s left Baltimore Aug 5, for U K
 Manningham s left New York Aug 6, for U K
 Melete left Calcutta Aug 2, for Hull
 Norseman s left Boston Aug 4, for Liverpool
 Nomadic s left New York Aug 8, for Liverpool
 Nairnshire s left Las Palmas Aug 4, for London
 Nitheale s left Suez July 22, for London
 Netherholme s left Montreal Aug 5, for London
 Nubian s left Cape Town Aug 5, for Southampton
 Orizaba s left Perim Aug 7, for London
 Orient s left Adelaide July 29, for London
 Ottawa s left Halifax Aug 6, for London
 Orizen left New York Aug 5, for U K
 Odin s left New York Aug 6, for U K
 Protos s at Singapore July 23, for Liverpool
 Port Darwin s left Colombo July 31, for London
 Polyhemus s left Suez July 31, for London
 Pak Ling s left Port Said Aug 6, for London
 Priam s left Perim Aug 4, for London
 Peshawur s left Aden Aug 8, for London
 Pomona left Talcahuano Aug 1, for Queenstown
 Plata s left New York Aug 6, for U K
 Penbridge s left Malta Aug 6, for Hull
 Roumania s left Perim Aug 5, for Liverpool
 Rubens s left St Vincent Aug 8, for Liverpool
 Rydal Holme s left Montreal Aug 1, for London
 Richmond Hill s left New York Aug 5, for London
 Rosetta s left Colombo Aug 6, for London
 Remembrance s left Newp.r.t News Aug 6, for U K
 Ranmoor s left New Orleans Aug 8, for U K
 Robinia s left Baltimore Aug 8, for U K
 Scythia s left Boston Aug 8, for Liverpool
 Sagona clrd at Richibucto July 20, for Liverpool
 Sylvan clrd at Parrsboro July 25, for Liverpool
 Shannon s left Port Said Aug 6, for London
 Specialist s left Calcutta Aug 5, for London
 State of Nevada s left New York Aug 7, for Clyde
 Shakespeare clrd at Campbellton July 25, for Glasgow
 Southern s left Newport News July 20, for U K
 Strathspey s left Norfolk, Va, Aug 4, for U K
 Santanderino s left New York Aug 8, for U K
 Sobraon s left Baltimore Aug 8, for U K
 Stamford s left Baltimore Aug 8, for U K
 Salacia left New York Aug 10, for U K
 Steinhoffs left Montreal July 31, for Aberdeen
 Spartan s left Madeira Aug 6, for Southampton
 Tongariro s left Rio Janeiro Aug 2, for London
 Thornaby s left Baltimore Aug 5, for U K
 Thuringia s left New Orleans Aug 4, for U K
 Treglisson s left Port Said Aug 2, for Cardiff
 Tikoma clrd at Quebec July 24, for Sharpness
 Umbilo s left Madeira Aug 4, for London
 Union clrd at Bahia July 5, for Swansea
 Volta s left Sierra Leone Aug 4, for Liverpool
 Venner left Shediac July 23, for Liverpool
 Victoria at Singapore July 21, for Falmouth
 Vasco de Gama left Savannah Aug 3, for U K
 Woodlark, Ozilvie, left Pisagua Aug 6, for Channel
 Wave s left Suez July 23, for U K
 Wergeland s left New York Aug 10, for U K
 Z Ring left St. John, NB, July 27, for Fleetwood

STRIKE AT SOUTHAMPTON.—A strike, which threatens to paralyse the greater part of the ship-building industry of Southampton, broke out at the Naval Works, Woolston, last Monday morning. Arbitration is recommended, and the strikers, who are all Society men, will meet in their branches to discuss matters.

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

FOR THE SEAMEN'S EXECUTIVE.

To the Editor of "Seafaring."

DEAR MR. EDITOR,—Would you please give us a little bit of information about the gold medal, and how it is obtained. There is one got down here, but I think it is in a crooked way. The recipient is chairman of the Branch, and a few months ago asked leave at a Branch meeting to keep a Union boarding-house, which he got. But he does not comply with the rule, and advertise through SEAFARING, nor was the case brought before the Branch meeting, but the secretary did the job himself, which I think hardly right.—I remain yours faithfully,

UNIONIST.

[This is a matter not for us, but for the Executive to deal with.—Ed. SEAFARING.]

HOW DID HE SPEND IT?

To the Editor of "Seafaring."

DEAR MR. EDITOR,—I would just like to draw the readers' attention of your valuable paper to the manner in which some of our ship-captains treat their men. The master of a steamer engaged me some seven months ago, of course I got the wages of the port. He seemed highly satisfied with me and promised me ten shillings a month extra if I would make another voyage, and I agreed to go another voyage, but when the voyage expired and I came to the shipping office to be paid off, he told me he had it spent for me in Bombay, but what he, the master, spent it on is a mystery to me, but I have not the slightest doubt but what I could suggest what it was spent on. Hoping he will not spend any more of his men's earnings, without he lets them know what he is to spend it on, and thanking you for past favours.—I remain, yours,

K. OLSON, Carpenter.

A CURE FOR SEA-SICKNESS.

To the Editor of "Seafaring."

SIR,—Allow me to suggest a new remedy against sea-sickness, which may prove a boon during the holiday season to tourists. "Kreat Halviva" taken in 30-drop doses, in a wineglassful of water, 3 times daily, for several days in advance, so fortifies the stomach as to prevent, or at least to minimise, the attack. I have prescribed "Halviva" with the greatest success during the recent influenza epidemic, and tourists will find it a valuable antidote against malaria, chills, and exposure to wet. To those who have taken stimulants too freely, it supplies the place of alcohol, relieves the morbid craving, and builds up the system, so often broken down physically and mentally. As these facts are little known, I venture to ask the aid of your valuable paper in making them public.—I am, Sir, yours obediently,

M. A. GILLOW, M.R.C.S.

46, Park-road, Haverstock Hill, N.W.,
 Aug. 10, 1891.

BEGGAR-MY-NEIGHBOUR.

To the Editor of "Seafaring."

SIR,—Your paragraphs of June 27, which I find to-day for the first time (headed firstly, "Wages in the Shipbuilding Trade," and secondly, "Robbing a Sailor,") are suggestive, if only for their juxtaposition in your paper. Not so long ago, for instance, masters conspired, as you must well remember, to rob their men here of some 5 or 6 per cent. further reduction, after they had submitted to two or three previous deductions from their wage of some 27 per cent. Nothing prevented them from thus putting their hands into Brownsweater's pockets but the combined resistance of comparatively poor wagemen against capital spoliation. Yes, spoliation! for such was the tyrannical and dictatorial spirit of some of the masters, that its meanness and miselness infected even some of their "delicate ladies; they would not adventure to put their feet on the ground"—as one, who describes human nature (bred with silver spoons and shod with gold slippers, as He who created woman for man, indeed knows the rich often to be) impartially, represents such of the fair sex to become by purse-pride.

"Go home, children," said one of them with reckless insolence to a number of half fed youngsters, assembled to hear lavish waste lecture pale-faced want. "Go to your parents, and tell them that they ought to be contented in these ('Strike!') this tender heart did not say, but did mean!) days with a quarter of pound of bacon for the whole family per day." Now, Sir, am I drawing a long bow and only shooting this shaft "at a venture" by inviting you, in the cause of common humanity, and in the name of common sense, to tell seafarers what they may expect at times (when master's "monkey's up," and feeling fair ones' tempers are up) from ship-building estimate of fair wage, and shipowning value of fairplay? Well—whatever man may or may not dare to say—let me quote a Divine saying: "I hate robbery for sacrifice."—Yours truly,

W. BEAUMONT.

The Queen's, Sunderland.
 August 4.

SEAMEN AND MR. W. CLIFF.

To the Editor of "Seafaring."

DEAR SIR,—Having but recently returned from sea, I have been reading the old papers saved up in the house, and in every other one I picked up the name of the late William Cliff, in large type, attracted my attention. There was the freedom of the city conferred on the deceased for his philanthropic propensities, and then in another one is set forth, in a very "I told you so" style, what he has done *above all else* for the sailors. Far be it from me, Mr. Editor, to attempt to detract one iota from the honour due to the late Mr. Cliff for what he did and has done for the people, but I object entirely to this press laudation of a man whose objects and intentions, however good they may have been, are and have been entirely misapplied. And now in regard to the benefits conferred on the sailors. There is the Aged Seamen's Home (so-called) in Egremont; but, Sir, I maintain that is not carried out for the benefit of the seamen. I would suggest that the name be altered to "The Home for Inebriate and Pauper Officers of the Mercantile Marine Service Association," as that Home is managed, conducted, and officered by members of the above Association, and I don't think I am far wrong in asserting that seven-tenths of its inmates have been officers, and not seamen or firemen. The live-over-their-salary wine-imbibers and mashers of the mercantile marine service, who, when they are incapable of going to sea, a great many of them through debauchery and vice, can, by the votes of their fellow-members, retire for a season to the shades and dells of Egremont. So much for the Home. Now, Mr. Editor, there never was, and I hope there never will be again, a Company out of the port of Liverpool more disliked by its employes, than one of which Mr. Cliff was at his death President, and for years a prominent member of the board of directors of that Company, so identified with it that a vessel of the Company bears his name, and the great philanthropist never thought it worth his while to inquire, as a director, into the cause. Why should it disturb the serenity of this philanthropist? He would proceed and occupy a chair at the meeting of the Society for the Suppression of Immoral Tendencies Amongst the Poor, and later on support a motion for the better protection of the boots or clogs forwarded to the Fiji Islanders. His name next day was in the papers, and lo! the great philanthropist's doings would be heralded forth all over the country with all the pomp and rhetoric pertaining to the press. If there is to-day in Liverpool, amongst the seafaring community, one name more disliked than another, it is, in my opinion, that of the late Wm. Cliff, for obtaining popularity by such means, and I hope I will never again see your bright columns occupied with his name.—I am, dear Sir, yours very respectfully,

J. W. MCGOVERN,
 Boundary-street Branch, Liverpool.
 Liverpool, 22nd July, 1891.

SUGGESTIONS.

To the Editor of "Seafaring."

DEAR SIR,—I see some of your north-east coast correspondents are making suggestions for the good government of our Union. Kindly allow one from the Mersey district to raise his voice on this subject. They suggest that our E.C. should be reduced in numbers, and also that we pay a weekly salary to the new E.C. If a clique can exist on an unpaid E.C. how are we going to guard against it, when our E.C. would be composed of

paid officials? Another thing, we want to be represented on a thorough democratic basis, and let our Union be governed by the members, for the members, through the E.C. We do not want to curtail the present number of representatives on that body, as I believe they are small enough. Why do not your correspondents show figures to prove that by paying men all the year round it would keep down expense? Now a word about the general secretary. Is it logic to keep a man of his ability within the walls of 19, Buckingham-street all the time, as one of your correspondent says it is his "proper place?" I say Mr. Wilson's "proper place" is on the public platform, giving the members of the Union good council, showing scabs in their true colours, and denouncing the unscrupulous shipowners who send away their ships to sea in an unseaworthy condition for the sake of greed. This, in my opinion, is where Mr. Wilson is at home, and not within the walls of No. 19. Where are we going to find such an organiser as he is? Where are we going to get a man to go on the public platform to espouse the seamen's cause as well as Mr. Wilson has done, and is doing at the present time? We have no such orator in our Union as he is, and that is why I say the public platform is his best place. On the other hand, there are good penmen in the head office, and men able to conduct the business of the Union with a look in from time to time from the general secretary. With regard to the suggested monthly or quarterly balance-sheets, I think the suggestion is absurd. With reference to the Union purchasing SEAFARING I do not agree with your other correspondents on this subject—to buy the paper out and then turn you, Mr. Editor, into a paid official—you who have so fearlessly championed the seamen's cause, and spent both time and money on the undertaking! If they are so anxious to give a copy of SEAFARING to every financial member on shore, it is quite easy for the Union to do so by purchasing a larger number than at present, say, 30,000 copies weekly. That would, I think, be sufficient for our financial members on shore, and then you, Sir, could sell to the general public through the news-agents, and under your own system carry on your smart little craft, fearless of capitalists, ship-owners, or politicians. Hoping you will give this letter the same prominence as the ones from the north-east coast.—I remain, yours truly,

John P. MARMION.
Late Secretary of Boundary-street Branch.
s.s. *Ardnamutt*, Limerick, Aug. 10, 1891.

DEFAULTERS' DODGES.

To the Editor of "Seafaring."

Kindly allow me a small space, as a National Union man, to give a hint to men that have run in arrears with their contributions to the Union and wish to rejoin it. In my last ship were two that were going to try to play this dodge. When we got paid off I went up to the South Shields office to see if it could be done. The secretary, Mr. Clement, sent for them, and this is what transpired:—Applicant: "I want to join this Union?" Secretary: Well, sir, have you any discharges?" "Yes." After examining them the secretary says "They are all right, but, honestly, have you been in the Union?" "Yes, but I am so much in arrears that the arrears are more than the entrance-fee, which is only 7s. 6d." The secretary explains that a register of all the members of every Branch is in the head office, and when names of the new members are sent up every week, one of the clerks runs over the register. For instance, he finds W. Evans, A.B., aged 27, in the Newport Branch. That secretary is communicated with, and the Union finds that it is a man who is nine months in arrear. The word is sent to take note that the man is joining twice, and wants assistance, and of course he is told that he is nine months in arrear, which he cannot deny. But he says, "I cannot pay up all my arrears at present, and I would like to be kept in my old place in my Branch." "Well," the secretary says, "what I would advise is that you pay as much as will get yourself in benefit." In the case I have referred to, the result was that the man paid up till within eight weeks, and he declared that he would never be in arrears again; and, Mr. Editor, would you believe that instead of the secretary getting 15s. he received £1 17s. 5d. While I was there, after I paid my dues, another man came in and paid £1 5s. 3d. for the Swansea Branch. I hope that men that want to join over again will think the matter over and tell the secretaries the truth, and have the heart that they had when they first joined.—It is better to see 1889 on their card than 1891.—Believe me to be,

ONE OF THE THOUSANDS THAT HAVE
BLEST THE N. A. S. & F. U.
A member of the Cardiff Branch.

TO CORRESPONDENTS.

"TENOROC."—"7d. instead of 3d." "J.M.D."—next week.

"No. 1."—As your name and address did not accompany your first letter it was destroyed according to our usual custom.

SHIPS SPOKEN.

Ailsa, s, New York to St. Marc, July 25, 31 N, 74 W.
Alcester, ship, of Liverpool, bound south, all well, June 14, 8 S, 29 W.
Adelaide Mary, barque, of Liverpool, Valparaiso to Cork, 63 days, June 20, 6N, 29 W.
"Aroye," New Zealand to London 148 days, Aug. 3, 46 N, 26 W.
Aristides, June 15, 9 S, 26 W.
Adelaide Mary, June 23, 8 N, 28 W.
Akroa, July 31, 49 N, 27 W.
Antares, barque, Iquique to Falmouth 83 days, July 17, 22 N, 34 W.
Atalanta, of Caernarvon, Aug. 8, 48 N, 8 W.
Andora, British ship, bound W, Aug. 4, 50 N, 8 W.
Active (?), steering SSE, May 20, 30 S, 34 W.
Aldborough, Aug. 1, 47 N, 34 W, by the Architect, s, at Liverpool.
Banan, s, New York to Baracoa, July 26, 36 N, 74 W.
Belle O'Brien, July 22, 6 N, 29 W.
Barossa, July 23, 11 N, 27 W.
Birker, barque, of Barrow, steering south, July 27, 13 N, 26 W.
Ballumbie, from Ardrossan, Aug. 8, 49 N, 8 W.
Bann, New York to Calcutta, July 21, 32 N, 41 W.
British Empire, ship, of London, San Francisco to Havre, 122 days, Aug. 2, 48 N, 30 W.
Carrie Winslow, July 20, 7 N, 29 W.
Capehurst, barque, of Liverpool, bound west, Aug. 2, 49 N, 31 W.
Craigwhinnie, July 2, 50 S, 65 W.
Countess of Derby, of Dundee, from Cardiff, July 1, 6 N, 27 W.
Cressington, ship, all well, Aug 6, lat. 48, long. 26.
Camp City (7 City Camp), steering SW, all well, Aug. 3, 41 N, 14 W.
Cypromene, of Liverpool, July 10, 38 N, 17 W.
Dorisdeer, July 23, 18 N, 24 W.
Dania, s, of Hamburg, steering west, Aug. 4, 49 N, 24 W.
Duntrune, July 30, 45 N, 26 W.
Etherley, s, Galveston to Rouen, July 24, off Sombrero Lighthouse.
Edderside, British barque, Havana to Brunswick, July 29, lat. 26, long. 80.
Eurydice, British ship, Heinrich, St. John's (N.F.) to New York, July 26, 40 N, 67 W.
Ellesmere, British ship, Rangoon to London, all well, June 23, lat. 26, long. 52.
Erstatningen, Gefle to East London, Aug. 8, 48 N, 8 W.
Eider, s, Southampton to New York, Aug. 4, 50 N, 20 W.
Frederick, July 23, 47 N, 27 W.
Fawn, ship, Pascagoula to Grangemouth, July 23, 26 N, 85 W.
Formosa, British ship, Havre to San Francisco, all well, Aug. 6, 25 miles south of the Lizard.
Firth of Cromarty, ship, Glasgow to Sydney, July 25, all well, 8 S, 26 W.
Fawn, Pascagoula to Grangemouth, Aug. 1, 31 N, 19 W.
George Curtis, ship, of Boston, from Antwerp, bound west, July 26, 41 N, 59 W.
Godiva, June 15, 9 S, 26 W.
Garadale, four-masted ship, bound south, June 25, 9 N, 25 W.
General Roberts, of Liverpool, steering SSW, Aug. 6, 47 N, 7 W.
Gulnare, Norwegian barque, steering NW, July 31, 47 N, 35 W.
Hannibal, July 11, 34 N, 40 W.
Himalaya, July 5, on the Line, 27 W.
Holyrood, of Liverpool, New York to Melbourne 18 days, July 21, 30 N, 35 W.
Harvester, British barque, Rock, San Francisco to Hilo, July 7, 28 N, 138 W.
Hiawatha, English barque, Aug. 2, 50 N, 15 W.
Iodine, British barque, Ivigtut to Philadelphia, July 31, lat. 41, long. 70.
Invigtut, barque, of Quebec, Invigtut to Philadelphia, July 29, lat. 42, long. 61.
I. W., barque, of Quebec, July 26, 47 N, 34 W.
Inverness, July 11, 10 N, 26 W.

J. H. McLaren, British barque, St. John (N.B.) to Waterford, July 20, 44 N, 42 W.
Jessomene, July 20, 21 N, 39 W.
Kate Cann, barque, Liverpool to Miramichi, July 19, lat. 51, long. 16.
Kinross, British ship, Liverpool to Iquique, July 24, 10 N, 24 W.
Luigi, barque, Melbourne to London, July 31, 46 N, 27 W.
Lancaster, United States warship, steering north, July 30, 41 N, 40 W.
Loch Ken, British barque, Talcahuana to Queens-town, all well, July 7, 36 N, 37 W.
Machrihanish, July 23, 11 N, 27 W.
Moor, s, Southampton to Cape Town, Aug. 9, 48 N, 6 W.
Mermaid, bound east, all well, July 27, 45 N, 42 W.
Margaret Sutton, English schooner, July 30, 45 N, 40 W.
Mysterious Star, of Sunderland, Aug. 7, lat 49, long. 20.
Manhattan, s, Aug. 4, 50 N, 20 W.
Narcissus, July 21, 11 N, 27 W.
Neptuno, s, New York to Montego Bay, July 23, 20 miles north of Bird Rock.
Nantes, s, New Orleans to Havre, July 23, 31 N, 77 W.
Nereid, Apalachicola to Valparaiso, May 4, lat. 33, long. 75.
Orontes, of Aberdeen, July 10, 11 N, 25 W.
Onone, ship, of Liverpool, Vancouver to Dunkirk, Aug. 2, 47 N, 31 W.
Penobscot, American barque, bound south, June 29, 19 N, 34 W.
Peter Iredale, from Portland, April 15, 40 N, 127 W.
Philomene, from San Francisco 130 days, July 29, 44 N, 23 W.
Polly Woodside, for the Channel, July 16, 34 N, 40 W.
Penobscot, American barque, July 20, 7 S, 33 W, all well.
Red Gauntlet, 137 days out, Aug. 2, 47 N, 26 W.
Return, of Greenock, steering east, Aug. 1, 48 N, 30 W.
Ross-shire, of Glasgow, bound south, all well, July 26, 46 N, 16 W.
Sierra Miranda, British ship, Liverpool to San Francisco, July 1, 2 N, 26 W.
Scottish Bard, July 8, 10 N, 24 W.
Sovereign, schooner, of Inverness, bound west, all well, Aug. 7, 47 N, 18 W.
Sinbad, barque, steering south-west, July 28, all well, 5 N, 26 W.
Samaria, s, for Boston, Aug. 8, 51 N, 17 W.
Slavonia, s, Aug. 6, 50 N, 14 W.
T. F. Oakes, New York to Port Townsend, July 20, 31 S, 40 W.
Trinacria, s, Aug. 4, 50 N, 25 W.
Vallejo, 104 days out, July 27, 42 N, 30 W.
West Lothian, July 22, 14 N, 26 W.
Westward Ho, British barque, London to Valparaiso, all well, July 3, 1 N, 28 W.
Windsor Castle, June 23, 9 N, 27 W.
W. M. Macey, steering NW, June 2, 57 S, 71 W.

SUSPENDED FOR DEAFNESS.—A special meeting of the South Shields Local Marine Board has been held for the purpose of holding an inquiry, ordered by the Board of Trade, respecting the alleged incompetency of William Foreman, late master of the tug *Friend*, of South Shields, inasmuch as it was alleged that he was quite deaf. The following judgment was given:—The Board reluctantly conclude that Captain William Foreman is physically unfit to hold a master's certificate. The Board have every reason to believe him to be a highly respectable man, and should the deafness from which he now suffers cease and he again be restored to his hearing the Board will, we hope, restore to him his certificate. Until that is ascertained we have no alternative but to suspend his certificate which he now holds.

BRITISH WRECKS IN JULY.—The number and tonnage of British vessels, respecting whose loss reports were received at the Board of Trade during the month of July, 1891, and the number of lives lost, are as follows:—

Description.	Number.	Tonnage.	Lives Lost.
Sailing	24	10,251	18
Steam	7	4,108	42
Total	31	14,357	60

The above table is a record of "reports received" in the month, and not of wrecks which occurred during the month. Many of the reports received in July relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

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SAMUEL PLIMSOLL, Esq.

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- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS**.—A. Nielsen, Agent, Office, 21, Nørregade.
- ABERDEEN**.—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meeting, in office—contributions, 7 p.m.; business, 8 p.m., Monday evening.
- AMBLE**.—G. H. Guthrie, 1, New Bridge-street, via Acklington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.
- AMSTERDAM**.—H. Wienhuizen, Waterloo Plain, secretary.
- ARBOATH**.—J. Wood, 17, Ferry-street, Montrose.
- ABROSSAN**.—J. McMurray, Jun., 59, Glasgow-street.
- ARKLOW**.—P. Bolger, Main-street.
- BANFF**.—R. Barlow, Fife-street, agent.
- BARROW-IN-FURNESS**.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK**.—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadocston; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST**.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting night, Thursday, 7.30 p.m., at office.
- BIRKENHEAD**.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.
- BLUTH**.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
- BO'NESS**.—Vacant.
- BOSTON**.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BREMENHAVEN**.—F. Finckhens, Buergermeister Sinit Strasse, secretary.
- BRISTOL**.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings Monday, 7.30, at The Ship, Redcliff Hill.
- BUCKLE**.—John Calder, Baron's-lane, agent.
- BURGHEAD**.—John Harry, Grant-street, agent.
- BURGH**.—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
- CARDIFF**.—John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-street; Alfred Chubb, Sailors' Union Institute, West Bute-street, Branch secretary; F. Wilson, assistant secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
- COPENHAGEN**.—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.
- CORK**.—T. H. Clark, 14, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-street, solicitor.
- CHRISTIANIA (Norway)**.—Branch office, 2, Raahusgaden; C. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.
- DOVER**.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
- DROGHEDA**.—Quay-st., Dundalk, sec. Meeting, Friday, 7.30 p.m.
- DUBLIN**.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
- DUMFRIES**.—J. McNee, Kirk-street, agent.
- DUNDALK**.—Quay-street, secretary. Meeting, Tuesday and Thursday.

- DUNDEE**.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
- DUNGEVANE**.—J. W. Shaw, Bridge-street.
- FLEETWOOD**.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.
- FRASERBURGH**.—Alexander Noble, 27, Firthside-street, agent.
- GLASGOW**.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Monday, 7.30, at 102, Maxwell-street. Telephone 3184. Committee meeting Friday evening, in office.
- GLOUCESTER**.—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.
- GOOLE**.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
- GOTHENBURG**.—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.
- GRANGEMOUTH**.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
- GRAVESEND**.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GRAYS**.—Wm. Wall, 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
- GREAT GRIMSBY**.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH**.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.
- GREENOCK**.—G. McNaught, 16, East India Breast.
- HAMBURG**.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
- HARWICH**.—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
- HULL**.—T. Carr, Unity Hall, and Office, 11, Posterngate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Steam Trawl Engineers' Section, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
- KING'S LYNN**.—Wm. Bennett, Seamen's Union Offices, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.
- LEITH**.—James Brown, 15, Commercial-street, (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Thursday, 7.30 p.m., in Labour Hall, 77, Shore, Leith. Telephone 555.
- LERWICK (Shetland)**.—W. Spence, 23, Burgh-road, secretary.
- LIMBRICK**.—F. Reynolds, agent, 24, Windmill-st.
- LIVERPOOL (Branch No. 1)**.—H. R. Taunton, 8, Price-street secretary; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.
- LIVERPOOL (Branch No. 2)**.—T. Connorty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., solicitor. Telephone 2674.
- LIVERPOOL (Branch No. 4)**.—J. McGovern, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.
- LIVERPOOL (Tug and Ferryboat Branch)**.—Meeting at 8, P. Price-street, Wednesday evening, 6.30. Delegate, J. Roscoe.
- LIVERPOOL (Collecting Branch)**.—R. Price, 35, Mills-st., agent. Members may here enrol for, or pay contributions for the Liverpool Branch.
- LONDON (Rotherhithe and Deptford Branch)**.—T. J. Garvie, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tidal Basin)**.—F. Fowler, opposite Shipping Office, Tidal Basin, E. sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Green's Home Branch)**.—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Tuesday evening, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone No. 5213.

- LONDON (Tug-Boat Branch)**.—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
- LONDON (Tower Hill)**.—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.
- LOWESTOFT**.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
- LONDON DERRY**.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.
- MALMO**.—Axel Danielson, Nörragation No. 3b.
- MARYPORT**.—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting, Monday, 7 p.m.
- METHIL**.—Wm. Walker, Commercial-street.
- MIDDLESBRO'**.—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.
- MONTROSE**.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
- NAIRN**.—Clarence Howe, Ythan Cottage, agent.
- NEWCASTLE-ON-TYNE**.—T. Dunn, 5, Broad Chare Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., Kings-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
- NEWPORT (Mon.)**.—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.
- NEWRY**.—D. Lennon, agent, Dublin-road. T. McKeivitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
- PETERHEAD**.—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 51, Broad-st., first Tuesday in month at 8.
- PLYMOUTH**.—D. J. Evans, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.
- PORT GLASGOW**.—G. McNaught, 16, East India Breast, sec.
- PORTSOY**.—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.
- PORTSMOUTH**.—John Farquharson, secretary, 33, Amelia-street, Landport.
- ROTTERDAM (Holland)**.—W. Sprow, Hotel Old England, Wester Kade, No. 3, near Sailors' Home and Shipping Office, secretary.
- SEAHAM HARBOUR**.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
- SHARPNES**.—See Gloucester.
- SHIELDS (South)**.—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Two general meeting nights weekly, Monday and Friday, at 7 p.m.; committee, Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine, Town near Tyne Docks entrance. Office hours, 9 till 4.
- SHIELDS (North)**.—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
- SOUTHAMPTON**.—T. Chiver, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
- STOCKTON-ON-TEES**.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
- STORNOWAY**.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.
- SUNDERLAND**.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
- SWANSEA**.—R. Thomas, Colosseum Hotel, Wind-st.
- WALLSEND**.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
- WATERFORD**.—J. Sullivan, 82, Quay.
- WEST HARTLEPOOL**.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
- WEXFORD**.—P. O. Dwyer, Main-street.
- WICK**.—A. Millar, 35, Bank-row, Pultneytown, agent.
- WICKLOW**.—Thomas Gregory, Main-street.
- WHITBY**.—Paul Stamp, agent, Fleece Inn.
- WHITSTABLE**.—J. Wildgoose, Harbour-street, secretary; J. Tooke, Faversham, agent.
- WHITEHAVEN**.—F. F. Gant, Maryport.
- WORKINGTON**.—F. F. Gant, Maryport.
- YOUGHAL**.—J. Collins, Braun-street.

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Published by THE CO-OPERATIVE PRINTING SOCIETY, 6, Salisbury Court, Fleet-street, London.

SAILORS' AND FIREMEN'S UNION NOTICES.

MEMBERS ENROLLED.

WEEK ENDING 8TH AUGUST, 1891.

ABERDEEN.—F. N. Dappen.

BIRKENHEAD.—Samuel Jones, Robt. Fitzpatrick, John Boemin, John May, Harry Gorstenkorn, Chas. Front.

BOOTLE.—Frank Steele, fireman; James Smith, trimmer; John Grant, fireman; Bernard McGlennon, trimmer; Thomas Maguire, trimmer; John Simpson, trimmer; Robert Lipton, fireman; Walter Henderson, fireman; Thomas Jones, A.B., all of Liverpool.

DUBLIN.—R. P. O. Shaughnessey.

GLASGOW.—Alexander Weir, 52, A.B.; W. O'Brien, 26, A.B.; Alex. Fyfe, 45, A.B.; Archibald Kennedy, 25, trimmer; Alexander Kennedy, 35, trimmer; James Anderson, 24, trimmer; William Wilson, 18, trimmer; Alex. McKenzie, 32, fireman; John Peebles, 27, fireman; John Thacker, 39, A.B.; Hugh Kelter, 29, fireman; Ewen Munro, 24, A.B.; John McClarty, 20, A.B.; Alexander McAulay, 16, trimmer; James Breen, 24, fireman; Alex. McLeod, 23, A.B.; James Dougall, 31, fireman.

GLASGOW (for week ending 1st August).—Andrew Wyllie, 18, O.S.; James McKenna, 42, fireman; Thomas McComish; Murdo McGregor, 42, A.B.; Lachlan McKay, 20, A.B.; John McGeechan, 23, trimmer; John Scullion, 22, winchman; John McNeill, 23, A.B.; William Smith, 27, A.B.; Andrew O'Brien, 34, fireman; Duncan Dewar, 35, A.B.; Harry Rouse, 27, A.B.; Charles Reynolds, 27, A.B.; Donald Graham, 21, A.B.; Hugh McKenzie, 25, A.B.; Thomas Burns, 25, trimmer; John Cassidy, 25, fireman; Thomas Steen, 22, trimmer; John Duncan, 52, fireman; Angus McDonald, 22, A.B.; John Cowan; John Morrison, 28, A.B.

GREENOCK.—C. McKechnie, D. Bryce, W. Percy. LIVERPOOL.—T. Bibby, C. Messer, R. W. Braid, W. Massops, H. McMillen, John Roberts, A. Jarvis.

MARYPORT.—James McCoy, T. Baxter.

NEWCASTLE-ON-TYNE.—G. Giles, W. Tighe.

PLYMOUTH.—John Ranes, South Shields, 30, A.B.

SUNDERLAND.—C. Olsen, Wm. Lowes.

WATERFORD.—T. H. Davison.

LIVERPOOL (No. 1 Branch).

All Branch Secretaries are requested to forward to the undersigned, without delay, wages lists of their respective ports. Many shipowners in the outports being in the habit of engaging crews in Liverpool at a lower rate than they would have to pay in their own ports. By complying with the above request, secretaries of Branches will aid the secretary and officials of the Liverpool Branch in checkmating this move. And notice is hereby given that no steps will be taken in any such transactions as regards Branches which may fail to comply with the terms of this notice.—HENRY R. TAUNTON, Secretary. July 28, 1891.

TOWER HILL BRANCH.

The members of this Branch are earnestly requested to attend the meetings of their Branch meeting nights, as addresses will be delivered by influential members. Also, to be more punctual in reporting themselves in the office if they fall into arrears through illness or no fault of their own, as the rules of the Union will be strictly enforced.

Meetings of the above Branch will be held at the Liberal and Radical Registration Rooms, 465, Commercial-road, on Thursdays at 8 p.m. All members are earnestly requested to attend, and keep their contributions paid up.—J. DONOVAN, Secretary.

PORTSMOUTH BRANCH.

The seamen of Portsmouth are hereby notified that the undersigned is appointed secretary for Portsmouth, and will meet the members and those wishing to be enrolled at the "Sheer Hulk," The Hard, Portsea, every evening between 8 and 10. Branch meeting nights, every Monday evening, 8 p.m., at the same place.—All communications addressed to 33, Amelia-street, Landport.—JOHN FARQUHARSON, Secretary.

GARSTON (Sub-Branch).

W. Wilkinson, agent, 26, St. Mary's-road, Garston. Persons can enrol, or members can pay contributions for this or any other Branch at above address.

GLASGOW BRANCH.

Subscription Sale in aid of C. Eagleshane. Model of ship *Loch Leven*. Winning number, 164.

CORK BRANCH.

The office of the above Branch is removed from 6, Patrick-street to 16, Anderson's Quay. Office hours from 9 a.m. to 6 p.m. Meeting nights, Monday and Friday, at 5.30 p.m. Persons requiring SEAFARING can purchase it either at the office, or from Mr. Meaney, Merchants' Quay.—T. H. CLARK, Secretary. Aug. 4, 1891.

Seafaring.

SATURDAY, AUGUST 15, 1891.

THE FOOD OF SEAMEN.

Deficient in quantity, and bad in quality, the seaman's food is one of his greatest troubles. While on a voyage he may, especially if he should have no one dependent on him, think comparatively little about how he is paid, but his food is at least a thrice-recurring grievance every day he is at sea. Hunger is his usual state, and a hungry man being an angry one, the sailor or the fireman, in the fo'c'sle, or on duty, is by no means the jovial creature that he often appears ashore. If the well-meaning people who, themselves living on wholesome and sufficient food, lecture the seaman on the enormity of cursing and swearing, were condemned to the seaman's fare for a few days, they would have to compile a vocabulary of very strong language indeed in order to express their disgust. In our columns there recently appeared a report from Cardiff, stating that when a specimen of seamen's food was offered to the public analyst's dog, that sagacious animal turned from it with every manifestation of disgust. The reason the same thing does not occur daily in most of the British and Irish ports is not that the food is generally any better, but that it is not submitted to the inspection of independent witnesses, many seamen perhaps thinking that everyone ashore, as well as everyone at sea, knows how bad the food is. There are, we freely admit, vessels in which the men are well and sufficiently fed. But these are the exceptions which help to irritate the average seaman who contrasts his own fare with that of the fortunate few.

Now that there is such abundance of all kinds of wholesome food so preserved that it will keep longer than the longest voyages, seamen can be well fed at a very cheap rate indeed, and there is no excuse for starving them, except custom, dishonesty, or the blind opposition of shortsighted owners, who ignorantly imagine that anything that does the seaman good must do his employers harm.

It is a well-known fact that Messrs. Wilson, of Hull, have proved that the fair feeding of their crews has not prevented them from becoming the largest and richest shipowners in the world. Messrs. Wilson evidently see that you can get more out of a properly fed man than out of three half-starved and discontented men, and if the true history of that firm be ever made public, we shall probably find that to a recognition of this fact Messrs. Wilson largely owe their prosperity. Another point to be noticed is this: In many cases ship's husbands or managers or captains or stewards pocket half the money allowed by the owner to provision the ship, and with the remaining half purchase the stuff on which seamen are con-

demned to exist, so that both the owners and crews are robbed. This is notoriously the case. Surely owners might co-operate with the Seamen's Union in bringing about a change? So the uninitiated might suppose. But we are told the fact is that it is part of some owners' bargain with their underlings that as compensation for accepting lower pay they shall be allowed to rob the crews. That may be so in some cases, but we cannot help thinking that there are owners who, if they knew the men were being starved in order that the person entrusted with the provisioning of the ship might obtain undue profit on the transaction, would put a stop to it.

Before the starting of the Seamen's Union as a national organisation, when it was yet a local Society and its members might be counted by dozens, instead of by tens of thousands as to-day, the importance of this food question was pointed out in SEAFARING, and the enthusiastic support we received from seamen showed that in advocating improvement in this direction we had expressed the general opinion of seafaring men. This subject was taken up by the Seamen's Union, then but a local affair, and a revised minimum provision scale was drawn up by it and submitted to the Sunderland shipowners, who, to their credit, agreed to it; although when submitted to the Chamber of Shipping

in London, the thing was shelved. But a great deal has happened since then. Mr. Plimsoll has got the Admiralty to prohibit the selling of condemned naval stores for food, so that means of poisoning seamen has been knocked on the head. The Seamen's Union has become national, rich, and powerful, and it does not mean to let the food question rest until men are fairly fed. Seamen may, therefore, be confident that if they themselves are united and determined, there will be improvement whether the shipowners like it or no. How to set about it is another question. It might be well to get together a committee representing both shipowners and seamen, and having on it a medical man capable of pointing out the special kinds of food suitable for different climates, as well as a practical authority on the prices and qualities of the various kinds of preserved provisions. The report of such a Committee would be valuable as a basis for future action. But as it would be impossible to bind the shipowners by the decision of the Committee, and the shipowners can only be bound by the law of the land, the Union, whether such a Committee be formed or not, means to go to Parliament for legislation on the subject. In order that the extreme modesty of the Union's request for improvement may be understood, we give here side by side—

THE OLD PROVISION SCALE DRAWN UP BY THE SHIPOWNERS 50 YEARS AGO.

SUNDAY.—Bread 1 lb., beef 1½ lb., flour ½ lb., tea ½ oz., coffee ½ oz., sugar 2 oz., water 3 quarts.

MONDAY.—Bread 1 lb., pork 1½ lb., peas ½ pint, tea ½ oz., coffee ½ oz., sugar 2 oz., water 3 quarts.

TUESDAY.—Bread 1 lb., beef 1½ lb., flour ½ lb., tea ½ oz., coffee ½ oz., sugar 2 oz., water 3 quarts.

WEDNESDAY.—Bread 1 lb., pork 1½ lb., peas ½ pint, tea ½ oz., coffee ½ oz., sugar 2 oz., water 3 quarts.

THURSDAY.—Bread 1 lb., beef 1½ lb., flour ½ lb., tea ½ oz., coffee ½ oz., sugar 2 oz., water 3 quarts.

FRIDAY.—Bread 1 lb., pork 1½ lb., peas ½ pint, tea ½ oz., coffee ½ oz., sugar 2 oz., water 3 quarts.

SATURDAY.—Bread 1 lb., beef 1½ lb., rice ½ lb., tea ½ oz., coffee ½ oz., sugar 2 oz., water 3 quarts.

Substitutes:—At the master's option. No spirits allowed.

NEW PROVISION SCALE DRAWN UP BY THE UNION:—

SUNDAY.—½ lb. flour, 1 oz. coffee, ½ oz. tea, 3 oz. sugar, 1 lb. bread, 1 lb. salt fish or fresh fish for substitute, 1 gal. water.

MONDAY.—½ lb. flour, 2 oz. cocoa, ½ oz. tea, 3 oz. sugar, 1 lb. bread, 1 gal. water.

TUESDAY.—½ lb. flour, 1 oz. coffee, ½ oz. tea, 3 oz. sugar, 1 lb. bread, 1 gal. water.

WEDNESDAY.—½ lb. flour, 2 oz. cocoa, ½ oz. tea, 3 oz. sugar, 1 lb. bread, 1 gal. water.

THURSDAY.—½ lb. flour, 1 oz. coffee, ½ oz. tea, 3 oz. sugar, 1 lb. bread, 1 lb. salt fish or fresh fish for substitute, 1 gal. water.

FRIDAY.—½ lb. flour, 2 oz. cocoa, ½ oz. tea, 3 oz. sugar, 1 lb. bread, 1 gal. water.

SATURDAY.—½ lb. flour, 1 oz. coffee, ½ oz. tea, 3 oz. sugar, 1 lb. bread, 1 gal. water.

Salt beef, pork, or fresh beef—quantity, 1 lb. per man per day throughout week—when cooked, bone not counted as weight.

1 lb. potatoes per man per day throughout the week, or substitutes as may be agreed on.

Fresh soup, with vegetables, whenever practicable, throughout the week.

WEEKLY STORES PER MAN.—2 oz. table salt, ½ oz. ground black pepper, 1 oz. mustard, 2 oz. currie powder, ½ oz. pudding spices, ½ pint vinegar, ½ lb. peas or beans, 1 lb. onions, ½ lb. rice, ½ lb. oatmeal, 1 lb. currants or raisins, ½ pint bottle of pickles, 1 tin condensed milk (1 lb. tin), 14 oz. butter, ½ lb. marmalade or jam.

All these provisions to be of good quality and properly cooked. If any of the above-mentioned provisions or stores should run short on any voyage, and no agreed-on substitute on board, the men to be paid at the end of the voyage the market value for each article so run short of.

It would be easy to suggest improvements on the proposed new scale. But it must be remembered it is put forward as the proposed minimum scale—a scale less than which is not to be allowed, but as much more as the owners like, or the seaman can get. The old scale is the minimum allowed by the Board of Trade. Shipowners generally have made it the maximum. In drawing up the new scale the idea has not been so much to ask all that seamen should have, but the least that can be offered in order to get it sanctioned. This moderation is wise. Impartial persons studying the proposed new scale, and knowing how working men usually

live ashore, will, we think, admit that the new scale does not err in the direction of asking too much. As it was drawn up at a time when the Seamen's Union had nothing like its present number of members, the scale will be new to the vast majority of them. Those who are ashore will be able to discuss it at their meetings, remembering that the comfort which cheap food has brought to the tables of working-men ashore has not found its way to seamen, simply because instead of combining to effect an improvement they have hitherto only grumbled among themselves, or at best complained to the captain.

NAUTICAL NEWS.

EACH of the troopships during the forthcoming troop season will make three trips outward and homeward.

Gefle, Aug. 5.—The crew of the English ship *Iron Cross*, loading in the roads here, were put in prison on Aug. 1 "for insubordination."

TRADE between Canada and the West Indies shows a great development, and it is expected that an additional steamer will be required on the route shortly.

THE Royal Naval Exhibition was visited last week by 126,256 persons, and on Saturday by 21,151, making the total since the opening 1,315,802.

THROUGH rates for freight have been arranged between Canada and the West Indies for the Jamaica Exhibition on a basis satisfactory to shippers of Canadian produce.

ARRANGEMENTS have been made for resuming, for the remainder of the present summer season, the despatch of mails to Canada once a week by means of the vessels of the Allan Company.

OWING to excessive tonnage and unprofitable business, four Australian coastal shipping companies, including the Union Steamship Company of New Zealand, are considering the question of coalition.

THE Belfast barque *Polly Woodside*, from Valparaiso, reports that on April 29, when off the Horn, one of the crew named Robert Young, a young man belonging to Belfast, fell from the vessel's upper maintop all yard on to the deck, and was instantaneously killed.

WE hear that Messrs. Laird Brothers, Birkenhead, have received a contract from the Admiralty for the construction of two new gunboats, 230 feet in length, 27 feet in breadth, and a displacement of 810 tons. Three gunboats of a similar kind are about to be built for the Royal Navy by the Naval Construction and Armaments Company, of Barrow-in-Furness, while six more are in course of construction at Sheerness and Devonport Dockyards.

AN interesting ceremony has just taken place at Holyhead on the occasion of a third lifeboat, the gift of Mr. and Mrs. Norbury, of Bowden, Cheshire, being launched. Mrs. Norbury named the boat. The qualities of the lifeboat were tried, it being capsized three times and speedily righting on each occasion. It will be stationed at Porto Rhudd, where the *Missouri*, the *Norman Court*, *Yewbury Castle*, and other steamers were lost.

AT Middlesbrough the silver cross of the second class of the Civil Order of Merit of Belgium, with a diploma of honour, has been presented on behalf of the King of the Belgians to Mr. G. J. Wallace, of Peterhead, formerly second mate of the steamer *Caroline Robert de Massey*, of Stockton, and now chief mate of the *Gwendoline*, of Middlesbrough, for his gallant services in rescuing the crew of the Belgian steamer *Ferdinand Vandertack*, while on a voyage from Odessa to Antwerp.

CAPTAIN CRESSY, R.N., has submitted to the Admiralty a scheme for the utilisation of obsolete iron ships for breakwaters. His suggestion is that, in place of spending large sums on the building of a breakwater which a storm may wash away in a few moments, the old ironclads should be filled with heavy concrete and sunk as a base of operations for the breakwaters at small harbours, thus securing some 300 or 400 feet of the wall in one solid piece. Captain Cressy states that at the North Shields Breakwater chain cables were put in front of the sea wall to strengthen it.

COLLISION AVERTED.—Dalziel's agency, telegraphing from Paris under date Aug. 11, says:—A telegram from Havre says that a collision between two passenger steamers, which would have entailed terrible consequences, was fortunately avoided on Sunday night by the presence of mind of the captain of one of the vessels. Two steamers—the *Gazelle* and the *Cygne*—left Trouville for Havre, carrying 1,600 persons. The weather, which was fine at first, became cloudy and squally. Suddenly, for some unexplained reason, the *Cygne*, which was ahead, veered round and laid broadside on right in front of the *Gazelle*. A collision seemed inevitable. The panic on board the vessels was terrific—women and children crying for help. The captain of the *Gazelle* at once shouted, "Full speed astern," and happily managed to get backway on the ship, just as her bows were three feet away from the paddle-box of the *Cygne*. Both vessels fortunately arrived safely in Havre at 11.15, but the commotion caused had been so violent that several ladies were in a fainting condition upon arrival, and had to be carried ashore and taken to their hotel.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

At the usual weekly meeting of Tower Hill Branch, held in the Club Room on Thursday, Aug. 6, Bro. James O'Neill, president, in the chair, Bro. Marsden, vice-president, in the vice-chair, and a good attendance, the secretary reported 11 new members enrolled since last meeting; they having shown the necessary qualifications to entitle them to membership, it was proposed by Bro. Fagan, seconded by Bro. Marsden, they be accepted; carried. Minutes of last meeting were next read, and after a brief discussion on some points, it was proposed by Bro. Vyse, and seconded by Bro. Fagan, that they be adopted as correct; carried. Correspondence was next read from the head office, Blyth, Cardiff, South Shields, Newport, and Dublin, as well as several letters from members of this Branch, when Bro. Taylor, a delegate on the Wade's Arms Council, tendered his resignation, which was accepted on the motion of Bro. Marsden, and seconded by Bro. Dickens. Proposed by Bro. Vyse, and seconded by Bro. Dickens, that Bro. James O'Neill, president of this Branch, be nominated as a candidate to represent this district at the next Trades Union Congress, to be held at Newcastle-on-Tyne in September next; carried. Minutes of Executive Council were then read and discussed, and on the motion of Bro. Fagan, seconded by Bro. Vyse, they were ordered to be laid on the table for the members' perusal at their pleasure. The unfurling of our new silk banner was next discussed, when it was proposed by Bro. Marsden, and seconded by Bro. Fagan, that it be left over until our next meeting, which was decided to be held at the Liberal and Radical registration offices, 465, Commercial-road, on Thursday, at 8 p.m. sharp, the secretary in the meantime to get 2,000 handbills printed to that effect. A brother member from the Hull Branch (a steward) next addressed the meeting on the benefits of organisation. He was listened to very attentively, and a hearty vote of thanks accorded him and the members of outside Branches for their attendance at such inconvenience, they living, a good many of them, at a remote distance. The meeting adjourned in the usual way, after it was agreed to invite our general secretary, J. H. Wilson, to preside at our next meeting, on Thursday, at 465, Commercial-road, and the secretary write him to that effect.

A meeting of the Green's Home Branch was held at the School-room, Poplar, on 11th inst., at 8 p.m., Mr. Whitehead in the chair. There was a good attendance, including the secretaries and delegates of Tidal-basin, Tower-hill, and Deptford Branches. Mr. T. M. Walsh, late London District Secretary, was also present by invitation to explain how his official connection with the Union had been severed. A discussion following, "from which the press were excluded," the meeting adjourned at 10.45 p.m.

The secretary of the Green's Home Branch has received the following letter:—"32, Trafalgar-road, East Greenwich, Aug. 10, 1891.—Dear Sir,—I am instructed by my committee to return you their sincerest thanks, which we hope you will convey to the Sailors' and Firemen's Union and band, for their very kind services at our demonstration on Aug. 2; and I am also to inform you that if at any time you have anything on, if you will communicate with me seven days before, we will attend, no matter how far the distance. The amount collected by the August demonstration realised £15 4s. 1½d., and after deducting expenses I am sorry to say we shall only hand over somewhere about £6, the smallest we ever handed over yet; but we live in hopes of better times next year.—Hoping you will accept this as a memento of our thanks, I remain, Sir, yours fraternally,"—(Signature illegible) Secy. ar.

The Tidal Basin Branch held its usual weekly meeting on Aug. 7, Mr. Donovan, of Tower Hill Branch, in the chair. Bros. Harris and Stevens were proposed as trimmers, as per rule, and accepted, and new members were admitted; after which the election of delegate for the Trades Union Congress was proceeded with, which resulted in Bro. McAlister being elected, subject to the approval of the Executive Council. Correspondence was then read, which included letters from head office, Plymouth Branch thanking us for loan of banner, also from Shadwell Hospital. After various other matters of a private nature, a vote of thanks to the chairman terminated the meeting.

We have just received notice of the death of Bro. E. Poyntz, who died in Greenwich Hospital. He was well known and much respected round this

district. The funeral of the late Bro. Spalding took place last Wednesday week from the residence of Bro. H. Brown, attended by Bro. F. Fowler, secretary, Bro. H. Brown, delegate, and Bros. Ward, Pottou, and several of the committee. The coffin was covered with the Union flag and the Union Jack, and was interred in the East London Cemetery.

MERSEY DISTRICT.

The weekly meeting of the Liverpool Branch was well attended on the 10th inst., Mr. J. Rogers in the chair, Mr. J. Alfreds in the vice-chair. The balance-sheet for the two weeks ending 8th inst. was passed on the motion of Mr. B. Cooper, seconded by Mr. McCoy. The subject of having a steam-launch or other vessel on the Mersey was discussed, and it was decided that the same would be desirable provided Birkenhead and Bootle agree to bear half the cost and the E.C. give the necessary permission. There can be no doubt that the shipowners have had their agents at all the great crossing-places of shipping traffic, such as Port Said, Singapore, Malta, Calcutta, and other centres, spreading reports that the Sailors' Union is broken up. Seamen are constantly arriving in this port from long voyages, and are told by the agents of the shipowners and their assistants that there is no Union now. Many men come into this office expressing surprise that there is still a Union in the port. All this false information could be largely counteracted if there was a Union craft on the Mersey cruising about in view of all vessels entering the river. The Union flag would attract attention, and in many instances it would be practicable to hold communication with the crews of the inward-bound vessels without breaking the law by boarding them or going alongside. In cases where the crews might want a delegate to be in attendance on their arrival, owing to some matter in which the crew wanted information, such attendance could be secured by these means. In deciding on the kind of craft which would be most suitable, many considerations have to be weighed. Prime cost and maintenance, wages, build, tonnage, etc., would all have to be taken into account; also the tidal conditions and prevailing state of weather. These matters would decide whether a steam-launch or a 10-ton lugger or cutter would be most suitable for this port. On a small winding river like the Thames a steam-launch would probably be most suitable, whilst a large arm of the sea like the Mersey (for it is little else) a steam-launch, unless of large size, would be unable to make good weather of it on an ebb tide with a N.W. sneezer, especially in spring tides, whereas a suitable sailing craft could dodge about in all weather if necessary. The prime cost of a suitable steam launch, and a 10-ton cutter would be much more (nearly double) in the case of the former than the latter. A first-class cutter or lugger could be built to order and equipped ready for use for about £10 10s. per ton, say, £120, and the cost of maintenance would be merely nominal compared with that of a steam launch. In addition to the Union flag, the title of the Union in large characters could be lettered on the sails, so that constantly cruising, the N. A. S. & F. Union would be as familiar to view on the Mersey as is at present the names of certain advertising firms. It pays a pill maker to have cutters sailing about in the most frequented watering-places, still more would it pay the Union in this port. However, the matter can only be decided by the next Executive Council meeting. Twenty-eight new members were accepted for membership for the two weeks ending 8th inst. Relief was granted to a member of the Branch, and a grant from the poor box to the widow of a deceased member. The proceedings of the meeting were much disturbed by the disorderly conduct of two members, who would persist in interrupting the business. Many members left the meeting in disgust, and as a preventive in future the following bye-law was passed:—"In any case where a member or members (whether under the influence of drink or not) have been called to order by the chairman more than once, and he or they persist in disturbing the meeting, or disregarding the ruling of the chairman, the secretary of the Branch shall at once call in the nearest policeman (or cause him to be called in) and charge the member or members with creating a disturbance or being drunk and disorderly, as the case may be, and prosecute him or them in the police-court, on the authority of this bye-law, anything in the other bye-laws to the contrary notwithstanding, failing to do which he (the secretary) shall be fined the sum of 5s. for each neglect of the duty imposed on him by this bye-law." It is to be hoped that it will not be necessary to enforce this bye-law, but these indecent scenes must and shall be put a stop to. The secretary has no intention of incurring the 5s. fine.

Boundary-street Branch (Liverpool No. 4) held its usual weekly meeting on Wednesday evening,

August 5. There was a fair attendance of members, though the majority were away at sea, but the old reliables are always on hand at roll-call. Mr. L. Walsh was elected as chairman for the evening. The minutes were then read and approved of, also the financial statement. Correspondence was read, including some from head office, and after some discussion, followed the usual course. On motion of Mr. Clere, seconded by Mr. Wright, the minutes of the special meeting of the 4th inst. were confirmed, and the members who attended were highly praised for the prompt manner in which they responded to the secretary's call. The secretary then stated that he had forwarded the resolution of the last meeting, requesting the hon. member for that constituency to be in the House of Commons, if possible, on Thursday evening, the 6th inst., to support Mr. Fenwick, M.P., in his question to the Home Secretary, requesting him to furnish a return of the magistrates who are ship-owners in the various seaport towns, but that he had not as yet received any answer. He further stated that he thought we were rather late this session, but that we must keep pegging away until we did get what we wanted, viz., a decided answer to a definite question. Mr. Connolly and Mr. Muir then gave lengthy expression to their individual views, and their personal experience in regard to the ventilation and sanitation of vessels, and thoroughly demonstrating that even our most modern vessels, though palaces in one portion, were hell-holes in another, as far as accommodation was concerned. On motion of Mr. Barrow, seconded by Mr. Jones, a hearty vote of thanks was passed to the two preceding speakers, also to the chairman for so ably conducting the business of the evening, after which the meeting adjourned.

The weekly meeting of the Birkenhead Branch took place on Monday, Aug. 10, Mr. H. Stading presiding over a well attended meeting, several members of the Glasgow Branch being among the assembly. The minutes of the previous meeting, correspondence, and financial statement having been read, were approved of. The following vote of thanks to Captain Nelson, s.s. *Myrmidon*, submitted by the secretary, was passed unanimously, on the motion of K. Rogers, seconded by J. Birmingham, "That we the members of Birkenhead Branch of the Seamen's Union tender our most heartfelt and sincere thanks to Captain Nelson, s.s. *Myrmidon*, for his most humane conduct and kind treatment towards several of our brother seamen, who were unfortunately stricken down with sickness of an appalling nature during their recent voyage to China and back, and trust he may be long spared to enjoy the confidence and good wishes of our brother seamen who may sail under his command." The proposed scale of provisions, as drafted and submitted by the Executive Council, was thoroughly discussed and approved of as being highly satisfactory, on the motion of Thomas Elcock, seconded by Wm. Roberts. The case of Mr. A. J. Candler (he having been accused of soliciting work on board the s.s. *City of Bombay*) was then considered, and after due consideration and a fair discussion on both sides had been permitted, the following resolution was carried, on the motion of James McArdle, seconded by J. Birmingham, "That the resolution passed on the 27th ult., charging Mr. A. J. Candler with soliciting work, be, and is hereby rescinded, in our opinion the charges so brought forward not being satisfactorily proven, and in future the soliciting of work be prohibited, and that Mr. A. J. Candler is perfectly justified in supplying any vessel by whose agent or owner he may be engaged for so doing." The usual vote of thanks to the chairman brought the meeting to a close at 9.45 p.m., and it is hoped that members will still continue to pay that attention to the affairs of the Society of which they are members, to which they are in duty bound in order to give satisfaction, not only to themselves, but those who cannot possibly attend by being away at sea. Also to give satisfaction to the various officials whom they select for the management of the affairs of the Society.

Bootle Branch held their usual weekly meeting, Tuesday last, the 11th inst., Mr. Pritchard in the chair. A good attendance of members was present, amongst them being, Mr. H. R. Taunton, of the Liverpool Branch. Minutes of the ordinary meeting having been approved, the minutes were read of a special meeting called to consider the action of the donkey-engine man and the store-keeper of the s.s. *Greece*, who refused to proceed to sea in the ship, through a crowd of boarding-house scabs being shipped. It was finally resolved that the fares of Jno. Collins, Tidal Basin Branch, and Geo. Robinson, Barry Branch, be paid to London, also that a hearty vote of thanks to them be passed by this meeting for their manly conduct. These minutes were also adopted. The members then resolved that the secretary send the sum of £250 to the general fund account. The action of

the No. 1 Branch in deciding to ask for a steam launch for the Mersey district, was then discussed. A motion was made that it is not advisable at the present time to have a launch, and against that an amendment to the effect that it is advisable to have something of the sort, as men who did not want to pay into the Union were in the habit of spreading reports to the effect that the Union in Liverpool and Bootle was broken up, and that the Executive be asked for permission to purchase one. Mr. Taunton said he thought it would be a very good thing, as we could supply substitutes to ships lying in the river, instead of allowing boarding house masters to fill outgoing vessels with ploughmen and tramps, instead of *bona fide* sailors and firemen. It also would be a great encouragement to the sailors and firemen who come into the port from foreign parts, and he said he could not but agree with the Yankee who said, "He who in this world would rise, must either 'bust' or 'advertise.'" Mr. E. Edwards then moved that the members of this Branch give every assistance to the Bootle Branch of the Labour Electoral Association, in their endeavours to secure labour representation on the Town Council of Bootle, next November, also that we give them our support in trying to get representation of labour in the legislature of this country. This was seconded by Mr. Chas. Ham, and carried. After a vote of thanks to the chairman and to Mr. Taunton, the meeting adjourned.

CARDIFF BRANCH.

At the usual weekly meeting, Aug. 11, Bro. Atkins occupying the chair, minutes were adopted, also the financial statement, which was considered very satisfactory. The provision scale that has been drawn up by the Union to lay before Parliament was then read to the meeting, and gave rise to some discussion. It was generally felt that this was a step in the right direction, for if there was one grievance more than another which sailors and firemen had to complain of it was this. It was also clearly evident that the legislature would have to interfere before any real reform in the matter of food could be brought about. Not only is the workman worthy of his meat, but that meat must needs be sufficient and good. The laws of health are as applicable to those on sea as to those on land, and it is high time that the sanitary privileges of landsmen should be extended so as to reach the forecables of our ships. Brother Cheetham, in discussing this question, threw out the suggestion that those shipowners who had declared themselves in favour of the Union should be made acquainted with this proposed provision scale, in order to ensure their support and co-operation when it should enter the arena of mercantile politics. The discharge system was then brought up. Mr. Gardner thought it a shame that it should lie in the power of a master to give a sailor a bad discharge for any slight dereliction of duty he might be guilty of, or from any feeling of antipathy the master might have against the sailor, and that none could say him nay. On this point Bro. Brooks was able to enlighten our district secretary, for he pointed out the fact that any seamen who felt himself aggrieved by the stamp "Declines to report" over against the word "ability" on his discharge, might have recourse to the expedient of subjecting himself to an examination at the hands of the bosun of any man-of-war, or of the castguard. Should he satisfy his examiners he had then the power to compel his captain to alter his discharge and make it "good," or "very good," as the case might be. The annoyance caused by this procedure, and the expense and trouble the sailor is put to to maintain his due rights still remain, and Mr. Gardner was unquestionably right in calling attention to this avenue of petty tyranny open to the captains of British ships. The great point is whether the captain is liable for the loss of time and for the expenses incurred by the sailor in thus subjecting himself to an examination which, in the case of success therein, is unnecessary. Mr. Gardner suggested that in the present state of affairs it were well that a circular should be printed, showing in clear and plain terms what the Union since its formation has been enabled to do to better the conditions of life under which the seafaring man lives. This matter should attract the attention of the Executive, so as to spur them to comply with this suggestion and have these circulars distributed by hundreds in every port throughout the land. Mr. Gardner at the close made a stirring appeal to the men to be firm and resolute, emphatically asserting that no power on earth could stop the onward march of an united body of men like sailors and firemen, to a yet greater height of prosperity and well being, and that in the future, notwithstanding the seeming difficulties in front of them, a greater and more strenuous effort would be made on their behalf than ever had been done in the

past. With the usual formalities an interesting and enthusiastic meeting was brought to an end.

GLASGOW BRANCH.

The usual weekly meeting of the Branch was held in the Typographical Hall, 102, Maxwell-street, on Monday, Aug. 10, Bro. J. McQuillan, president in the chair, supported on the platform by Mr. J. R. England, general treasurer of the Union. The chairman, in a few opening remarks, having introduced Mr. England then called upon the secretary to read the minutes of the previous meeting, which were moved for adoption by Bro. C. Wright, seconded by Bro. Bryson, after some comments by Bro. McGregor. A pretty lengthy and animated discussion ensued in connection with a vote passed at the meeting held the previous week, in which Mr. England, Mr. Boyd, Branch secretary, and the chairman took part. The next item dealt with was that of the payment of the legal expenses of the Branch, and the appointment and supervision of the Branch solicitor by head office; many phases of the question being dealt with and cases instanced of the absolute necessity that Branches should have entire control of all legal business pertaining to them. Later on the discussion merged into a rather lively debate on the merits and demerits of the members comprising the Executive Council past and present, and comments were made on the removing of certain officials from office, and afterwards reinstating them in other paid official capacities of the Union throughout the country. At this stage of the proceedings several members made remarks in reference to the Union investments in Seamen's Home, and the mode in which those Homes were conducted, Mr. England, very ably replied to all the questions propounded, and Mr. Boyd having spoken on behalf of this Branch, a resolution was passed acquitting Mr. J. H. Wilson, of any blame and expressing renewed confidence in him as an able and energetic leader of the seafaring classes in their endeavours to secure better conditions of labour. The minutes as amended were then put to the vote and carried unanimously. A question was asked by Bro. Smith as to Mr. Wilson seeking Parliamentary honours, which being fully answered by Mr. England, Bro. Smith tendered a motion to the effect that in the event of Mr. Wilson being returned to Parliament we extend to him our hearty support morally and financially, and respectfully ask him to retire from office as general secretary of the Union, and that another gentleman be elected in his place. Mr. Wright seconded. As an amendment Bro. Bryson proposed, and Bro. Mullin seconded, that no action or expression of opinion be taken in the meantime in relation to this matter—24 voting for the amendment and 4 for the motion. The amendment was declared carried. One of the crew of the wrecked Glasgow steamer *Circe* wanted to know what steps had been taken by the Branch to secure the legal claims of the survivors against the owners, for services rendered after the stranding of the vessel. Mr. Boyd, secretary, having replied, it was agreed that a deputation of the claimants should accompany him to wait upon the Branch solicitor for advice. The evening being pretty far advanced by this, it was unanimously agreed to adjourn the meeting, thus closing one of the most lengthy thorough business meetings held for some time.

HULL BRANCH.

At the usual Branch meeting, held in Unity Hall, August 11, Mr. R. Steele in the chair, after the minutes, correspondence, and weekly balance-sheet had been disposed of, Mr. Brown, outside delegate, reported that he had boarded the s.s. *Thetis*, and the chief engineer had told him that he had never had such a crew of firemen in his life. While abroad they refused duty for two days, and when spoken to by the engineers they asked what right had the engineers to order them to work. One went so far as to strike the chief, and give him a black eye. After a deal of pressure brought to bear by the chief, the captain took out a Consul's warrant, and gave this good man (who was supplied by the Federation at the time of a dispute) fourteen days' imprisonment. This is the class of men that the Federation place on board ships, and who prove a curse to the officers in charge. Well might the engineer say to the captain, "This is what we got through Shipping Federation men." We are pleased to say that the same ship has taken a good Union crew this voyage.

To show individuals who think that the Federation ticket is quite sufficient to get them a ship and keep the wages up that they need not come to Hull to do it, here is an instance. One of these gentlemen attempted to sign in the s.s. *Austria* with a good Union crew, but when at the shipping office found he was backed out through not having a little bill of Union cardboard clear up to date, he walked down the street a sadder, and, we hope, a wiser man.

SUNDERLAND BRANCH.

This Branch met Aug. 5, at the Dog and Pheasant, Coronation-street, Mr. J. B. Lee in the chair. There being a good attendance of members, when the secretary read the minutes of the last meeting of the Executive. Exception was taken to the minutes relating to the representation on the Trades Congress, it being considered that the representation was unequal, and the meeting did not see why the north-east coast should have the preponderance of representation. The secretary was instructed to write to the Executive to that effect. The Branch then proceeded to nominate a delegate to Trade Congress, to be selected by the Executive to represent the north-east coast. There was a letter then read from the arrangements committee of the Trade Congress, asking how many members would be present at the demonstration in Congress week, also what devices they would have. The secretary was instructed to write and inform them that it was impossible to tell how many there would be there, owing to the uncertainty of their employment. Mr. Geo. Dunn then read a paper on the relations between officers and crews of ships, which we hope soon to see printed in *SEAFARING*.

At the Branch meeting on Aug. 10, Mr. J. B. Lee in the chair, there being a good attendance of members, the secretary read several letters, one from a member in Bilbao. The Branch decided to open a subscription list to present Mr. Maxwell with a testimonial, as this Branch regrets that he has to leave the country owing to the state of his health, but thinks that if it will save him a repetition of the illness which he suffered during last winter, it will be wise for him to go. Mr. Henderson proceeded to give a report of the Trades Council meeting held last week. The meeting then proceeded to again discuss the provision scale as length in its printed form. It was stated no doubt there were some omissions, but when the Bill was drawn up it would be a perfect measure, for the scale as it stands is now in the hands of all the Branches. A paper on "Mercantile Naval Courts," by Mr. Geo. Dunn, was then discussed at length. The idea in itself is good, but it would have to be placed on the statute-book the same as any other law. A case of a member of this Branch who is working in the ironyards was reported by a representative of the Labourers' Union as being in arrears with his contributions. It was decided that if he did not clear up, the Labourers' Union would be justified in stopping him from working.

MIDDLESBROUGH BRANCH.

The general meeting of this Branch was held on Monday, Aug. 10, Mr. J. Brown, in the chair. The minutes were confirmed on the motion of Mr. C. Sturgeon, seconded by Mr. C. Lind. The secretary then read correspondence from head office, North Shields and several other Branches. After discussion it was carried that the correspondence be accepted as read. The secretary then read a new provision scale which had been drawn up by the Executive Council. After a short discussion it was moved by Mr. J. Dryden, seconded by Mr. J. J. Robinson, that we accept the provision scale adopted by the Executive; carried. After other business the meeting adjourned.

Shipping still dull in Middlesbrough.

DUNDEE BRANCH.

At the usual weekly meeting, Aug. 10, Mr. James Jenkins, president, in the chair, the minutes, income, and expenditure having been approved of, correspondence was read, amongst which were replies from our M.P.'s regarding Mr. Fenwick's application for a return of the number of shipowners who are magistrates in the various seaports. Mr. Leng, M.P., wrote: "I quite agree with the principle of the resolution, that magistrates ought not to sit in judgment in cases in which they have a personal or class interest. You will have observed that Parliament was prorogued on the 5th, which would prevent Mr. Fenwick moving for the proposed return this year. But he will undoubtedly bring forward the subject next session, when my support, if required, may be counted upon." Mr. Robertson wrote: "I should gladly have supported my friend Mr. Fenwick to-day, had it been possible, but you will have seen that Parliament was prorogued last night." A circular was also read from the Governor of the East Poorhouse asking if the members of this Branch will take part in the demonstration to be held in connection with the laying of the foundation-stone of the new hospital for the sick poor of Dundee parochial combination. After some discussion it was decided to let the matter lie over for a fortnight. Letters were also read from London and Burntisland, the one from Burntisland causing much laughter among the members present, owing to it having contained a sketch of what a non-Unionist had performed in Burntisland last week. The case of Mrs. Stewart

who is at present in ill-health, and whose husband was killed on the s.s. *Garnet* at Barcelona some time ago, was then brought before the meeting. It was explained that she had five of a family depending upon her, and as she was unable to work, she was applying to the Branch for some assistance. After some discussion, A. Fortune moved that she receive £2 from the Widows' and Orphans' Fund. It was seconded by Peter Greig, and carried unanimously.

SOUTH SHIELDS BRANCH.

At the usual weekly meeting on Monday night, the president in the chair, minutes and weekly balance-sheet were confirmed, and correspondence read from the general secretary, also from the Trades Congress Demonstration Committee. Complaints were made with regard to sick members. Several were not too old to join the sick fund, and the only thing that could be done was to act according to rule. In the case of some men that had their legs broken and were good members and too old to join the sick fund, the secretary was instructed to inquire into their case. Then a good discussion was gone into on the forthcoming demonstration in Newcastle in September, and it was decided to go thoroughly into the subject and decide on what device we would adopt, and the banners we should send. Mr. J. T. Scott, secretary of the South Shields Trades Council, addressed the meeting at great length, stating that as an outsider he would give his opinion of our position, and as a Trade Unionist, he said that we had gone over the same course as all Unions before had done; we had withstood the shock, and a great deal had been learnt from the action of the employers, and a lesson from them was worth learning. He approved of the Federation of all trades, which he was happy to state was one of the planks for us to walk on, and he trusted all Unionists would pull together. A vote of thanks to him closed the meeting.

BARROW-IN-FURNESS BRANCH.

At a well-attended meeting, held Aug. 10, after minutes and correspondence had been adopted, complaints were brought forward. The last two boats signed in Barrow, one to the Westward the other to the Baltic, were for full rates of wages, £5 per month all round, and I deeply regret to say four men on one of these failed to join, the boat going out one hour before high water. It is a practice much to be condemned, men not joining their boats at the time stated on articles, but leaving it until the last moment, especially when the full rates of wages have been given. My next complaint is of a Federation ship, and how they treat the men. Three of the members of this Branch signed articles to take a dredger out to Sulina in tow of the s.s. *Glenmarvis*. They arrived at their destination all well, with plenty of good food and good accommodation, after which I may say that they were transported to a steamer to return home, having signed to be paid off in a port in the United Kingdom. They complain of the food and accommodation in the fore-cabin, and assert that, going up the Dardanelles, the starboard boat was lowered, but had to be hauled up again, as it filled with water. Of the starboard lifeboat, they allege that while washing it water ran through like a sieve. Arriving home at Dartmouth on Sunday afternoon, the men say they were ordered on shore, and went up to the Custom House, which was opened specially to pay them off. On asking the Customs officer if it was legal to pay men off at 6.15 p.m. on Sunday, he is said to have replied that a captain can pay off when he likes. If the shoe had been on the other foot, and the men wanted to be paid off, would the captain have done so?

One other little matter while writing. In fairness to the men of this port, any men signing articles to join any ship in Barrow should demand the Barrow rates of wages, for it is hard for men to stand out for wages and see other men coming from Liverpool or Belfast for ten, and, in some cases, fifteen, shillings less than the port wages.

GRAYS BRANCH.

Mr. J. H. Wilson attended the meeting of this Branch, July 28, Mr. Longman presiding. The general secretary, in the course of a long speech, showed very plainly that the seafaring men of this country had every reason to be proud of the work that had been done by the Union since its formation. He was glad to be able to tell them that our Union was gaining in strength every day, and he trusted that the members of this Branch, afloat and ashore, would do their best to encourage all those that had not yet joined to do so as soon as possible. The Union had a great amount of work to do before the conditions of seafaring men were equal to their fellow workers ashore. Mr. Wilson then presented handsome silver enamelled medals to the officers of the Branch that had served two terms. After suitable replies from the recipients, the meeting closed with cheers for the Union.

NORTH SHIELDS BRANCH.

At the usual weekly meeting of this Branch held August 10, Bro. Isaac Walters in the chair, the minutes of the last meeting were approved of. The secretary then read the weekly financial report, which still showed a good balance to be handed over to the treasurer. Correspondence was then gone into, and it was decided to let some of it remain over until next week, as it was not very urgent, and there was some discussion to come on about the Trades Congress to be held in Newcastle in September of this year, which we earnestly hope will be a thorough success. The meeting closed with the usual thanks.

LEITH BRANCH.

The usual weekly meeting of the Branch was held on Thursday, Aug. 6, 1891, in the Labour Hall. The chairman (Mr. J. H. Green) presided over a fair attendance of members, and the usual routine business being transacted, the secretary read correspondence from various places, including a circular from head office, regarding the question by Mr. Fenwick for a return of magistrates who are shipowners. Regarding the Trades Union Congress, it was unanimously agreed that Bro. Green be nominated from this Branch. After some complaints and discussions, the meeting shortly afterwards terminated.

DUBLIN BRANCH.

At the usual weekly meeting on Friday, August 7, Bro. J. M. Maxwell presiding, the minutes and financial account were passed as satisfactory, and correspondence was read, including a circular from head office as to the return of shipowning magistrates. The secretary stated that he had written to the six members that sit for the city and county of Dublin, but up to that time had received no replies. Regarding the Trades Union Congress, Bro. Roche proposed, and Bro. Johnson seconded, that our chairman be nominated by this Branch to be our representative. The secretary announced that Mr. John Martin, president of the trades council, was dying. He was sure that every working man would sympathise with Mrs. Martin in her hour of trouble. It was then resolved that we, the members of the Dublin Branch of the National Amalgamated Sailors' and Firemen's Union, send our heartfelt sympathy to Mrs. Martin in this hour of her trouble, but hope that Mr. Martin will speedily return to health. The chairman having addressed a few words to the meeting it terminated.

On Saturday, Aug. 8, a special committee meeting was summoned, and the secretary announced the sad news that Mr. John Martin had died that morning. The proposition of sympathy passed on the previous evening having been withdrawn, the following was proposed, seconded, and carried unanimously instead, "that we, the members of the Dublin Branch of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland tender our heartfelt sympathy and condolence to Mrs. Martin, in this her hour of sorrow, for the great loss she sustained through losing a kind husband; and we of a true and devoted friend in Unionism, in common with the working men of Dublin, labouring for whose cause he had sacrificed a noble and generous life. And that we are sure the Trades Council will find it hard to replace him." The secretary was directed to forward it to Mrs. Martin on behalf of the committee.

On Monday, Aug. 10, the funeral of Mr. John Martin took place in Prospect Cemetery, Glasnevin. Notwithstanding the heavy rain which fell during the morning, the funeral was very largely attended, the various labour and trade organisations of the City of Dublin being represented. The greatest sympathy was shown for the relatives of the deceased, who was universally esteemed, by the large body of workmen that accompanied the hearse.

PLYMOUTH BRANCH.

The following resolution was recently passed by this Branch, and sent to Sir Edward Bates and Sir E. Clarke:—"We, the members of the Seamen's and Firemen's Union Branch of the Port of Plymouth, request our secretary to write to the hon. member or members for this port, asking that he will be in his place in the House of Commons on Thursday evening next, 6th inst., to support Mr. Fenwick in his application to the Home Secretary for a return of the number of shipowners who are magistrates in the various seaport towns. For some considerable time we have been dissatisfied with the way in which seamen's cases have been dealt with, as whenever the sailor is brought before the Court he is generally tried by a magistrate who is a shipowner, or who is interested in shipping; and in many instances where, in the regular turn of magistrates, shipowners would not have been on the Bench, in the ordinary way, if the case of a seaman is before the Court, the ship-

owning magistrates are present. We are consequently dissatisfied with such treatment, and we would be thankful if the honourable member or members of this port would support Mr. Fenwick's application, in order that we may show that the shipping interest has a preponderance of representation in some of the seaport towns." Sir E. Clarke has not replied, but Sir E. Bates writes:—"I wish I could do as you ask, but I am unable to do anything. I am confined to the house—a useless M.P. I cannot go to the House; in fact, I am not allowed to do anything. I wish our friends would supply my place. I am ready to go at a moment's notice. I was asked to retire months ago. I did so at once; and as things have turned out, not a bit too soon, for I am useless—as your member; and this does not suit me, nor does it (at) all agree with what I used to do for twenty-one years for Plymouth friends."

The recent demonstration here has done much good.

SOUTHAMPTON BRANCH.

At the weekly meeting on Tuesday, Aug. 11, the chairman (Bro. Glew) opened the proceedings. The secretary read the income and outlay, which was adopted. The secretary incidentally mentioned that the contributions for that day alone were £8, and hoped that next meeting he would have a good report for the whole week to present. The new scale of provisions was handed round to members, and all present expressed themselves in favour of it, strongly condemning the existing scale. It was decided by the members that the general secretary be invited to Southampton on the occasion of an outing by some of our members to the New Forest, and hoped that he would be able to attend a meeting of our members also. The chairman called attention to the fact that the month for which he had consented to occupy the chair at the last election had expired, and asked that somebody might be elected in his place, but after discussion on the question the matter remains in abeyance. The secretary reported that no answer had been received by him from our local members of Parliament in reference to the question of shipowning magistrates.

NEWCASTLE BRANCH.

At the general meeting, held Aug. 7, Mr. Johnson in the chair, the secretary having read correspondence from head office, etc., the weekly financial report was read, and, after a lengthy discussion, adopted. After some formal business was gone through the meeting terminated.

A general meeting was held on Monday, Aug. 10, the president in the chair, when the financial report and correspondence were accepted as satisfactory. Mr. Gibson was elected as a delegate to represent the Branch at Trades Council meetings. Mr. McNally's election as vice-chairman was confirmed, and it was decided that the general meetings be held in the Branch office, the first meeting to be held on Monday night next. After complaints had been heard the meeting terminated with a vote of thanks to the chairman.

KING'S LYNN BRANCH.

The usual weekly meeting of this Branch was held on Monday, Aug. 10, Bro. W. Cummings in the chair, and Bro. C. W. Arnold, sen., as door-keeper. The minutes, income, and expenditure, were adopted, and correspondence read from the general secretary, and A. W. Jarvis, Esq., M.P. for this port. It was moved by C. W. Arnold, seconded by H. Danelson, that the secretary correspond with A. W. Jarvis, M.P., thanking him for past services which he has rendered, and trusting that he will still maintain those principles to do anything that is beneficial to the merchant seamen of the British Isles; carried. The secretary then explained that the reason most of the representation to the Trades Union Congress was given to the Branches near Newcastle, was to lessen the expenses of delegates coming from a distance. After various other matters, the meeting adjourned.

ABERDEEN BRANCH.

At the usual weekly meeting on Aug. 10, Mr. R. Fraser, president, in the chair, there was a good attendance of members, and the minutes were approved. The secretary submitted what he had drawn up as the outcome of Branch discussions in relation to amendment of rules. The first was the centralisation of all funds. Second amendment had relation to payment of strike alimony. The wording of both amendments was considered satisfactory. Other correspondence was read from the Central Office, but that had to do with a future policy. There next ensued a general conversation, wherein every member was striving with his fellows to better works, and, on the whole, the meeting was very encouraging. Before breaking up, however, the secretary read an appeal from the local Branch of the National Union of Boot and

Shoe Riveters, which stated that they had been out now for over ten weeks, and as they were anxious to continue to married men the usual subsidy apart from their weekly allowance, hence the cry for a little help. The secretary having a sheet on the table, in a few minutes time the sum of 7s. 3d. was subscribed. The meeting then adjourned.

SEAFARING DISASTERS.

Anglesea, s.—Aug. 9.—Fire broke out in the hold of the London and North-Western Railway Company's cargo steamer, whilst at her berth, North-wall, Dublin. Cargo damaged, but vessel saved.

Boston, s.—British steamer, from Yarmouth (N.S.), while coming up the harbour, morning of July 29, struck an obstruction off Boston Light, carrying away three blades of her propeller. She went in dock for repairs.

B. Kemeny, s.—Alderney, Aug. 12.—*Kemeny* (? *B. Kemeny*) towed into roads; will have to discharge forehold to beach her for temporary repairs; making little water, kept under with pumps.

Ben Nevis, s.—Dundee, Aug. 12.—Ship *Ben Nevis*, which arrived at Queenstown yesterday from Timaru, with a cargo of wheat, reports having had terrible weather during the voyage, and shipped several seas, which swept the vessel's decks. Four lifeboats were smashed, the bridge broken, and topgallantmast and bulwarks carried away. Several sails were blown into ribbons. A lot of running gear was carried away. The cargo also took fire, and it was found necessary to get out several tons of cargo, which was thrown overboard.

Circassian, s.—See *Ravensworth*, s.

Circe, s., wrecked at Anticosti, has been surveyed and condemned.

City of Florence, s.—San Francisco, July 31.—British ship, *City of Florence*, Leask, from Antwerp, was towed into this port late last night with bulwarks and masts partly gone, having encountered a hurricane May 26.

Cloch, s.—Limerick, Aug. 7.—The steamer *Cloch*, of and from Glasgow, with coal, sustained a good deal of damage last night while discharging her cargo, in consequence of lying in a foul berth.

Defiance (yacht).—Bideford, Aug. 11.—The yacht *Defiance*, of Weston-super-Mare, from Ilfracombe for Penzance, was assisted into Hartland Quay this morning by the coastguard, having sprung a leak.

Emma, from Archangel, in going into Highbridge Pill got aground.

Europe, s.—New York, Aug. 9.—The National Line steamer *Europe*, which left here on the 5th inst. for Liverpool, passed Sandy Hook at 10 minutes to 4 this afternoon returning to New York. She has lost one blade of her propeller and broke another on Friday, 350 miles east of Sandy Hook.

Empress, s.—Gibraltar, Aug. 7.—The *Empress*, of Dundee, from Alicante for Rouen, has put back here, having been in collision with the Norwegian barquentine *Plimsoll*, of Stavanger, bound for Marseilles, with a general cargo, at 2 a.m. yesterday, 25 miles east of Cape St. Vincent; the latter vessel was abandoned in a sinking state; crew saved. The *Empress* has four plates on her port side broken; she is to be surveyed this afternoon.

Fair Trade.—See *Hilda*.

Hilda.—Widnes, Aug. 8.—*Hilda*, schooner, of St. Ives, from London, with nitre cake, parted her moorings outside West Bank Dock, collided with sloop *Fair Trade*, from Llandudlas, broke her stanchion and damaged rail, then drifted on the rocks, where she remained two tides; docked, leaking.

Henry (barge), of London, Rochester for Burnham, with stone, foundered off the Maplin Light; crew saved.

Halcyon.—Scarborough, Aug. 6.—Lowestoft fishing boats *Halcyon*, *Queen Bee*, *Jessie* and *Bell*, and *Minnie* on shore Scarborough Sands during very heavy sea to-day. *Minnie* and *Halcyon* total wreck. Crew taken off by lifeboat and life-saving apparatus. *Queen Bee* and *Jessie* and *Bell* towed off during afternoon with only slight damages.

Heathmore, s., ashore Harry Furlongs, Anglesea, raking water.

Jessie and *Bell*.—See *Halcyon*.

Martha, s.—Shanghai, July 3.—The steamer *Martha*, Treukiel, sustained no damage through grounding on the bar. [The grounding of this vessel has not been previously reported.]

Mizpah.—Falmouth, Jam., July 27.—The coasting sloop *Mizpah* stranded when coming into this port from Salt Marsh.

Minnie.—See *Halcyon*.

Octavia.—New York, July 30.—*Exeter City* arrived here from Bristol, reports that on July 20, in lat. 51, long. 13, passed derelict barque *Octavia* burned to the water's edge; stump of foremast standing.

Pannure.—London, Aug. 8.—The owners have received the following in reply to a telegram sent to the captain:—Final survey held; surveyor recommends sell the wreck as it lies; she is a total wreck; we have formally abandoned to underwriters; final survey held; certificate given; all hands saved.

Primus, s.—Westerwik, Aug. 4.—The *Primus*, s., lying at Hofwetorp, in the Kinda Canal, caught fire during the night of July 30, but the fire was extinguished after doing various damage. The engineer and another man were injured; the latter has since died.

Plimsoll.—Gibraltar, Aug. 7, 9.55 a.m.—British steamer *Empress* was in collision with Norwegian brigantine *Plimsoll* at 2 a.m., Aug. 6, 25 miles east of Cape St. Vincent; the former has four plates broken on port side; latter was abandoned in a sinking condition, a on board saved and landed here by *Empress*.

Queen Bee.—See *Halcyon*.

Rose in June.—Dundee, Aug. 10.—The steam trawler *Douglas* arrived at Granton on Saturday, having on board a small fishing-boat, picked up on Monday morning, 85 miles off the May Island. The boat is named *Rose in June*, 279 A; owner's name, A. Wood.

Ravensworth, s.—Archangel, July 31.—The steamer *Ravensworth*, in going down the Dwina, July 28, was overtaken by a steamer. This caused the *Ravensworth* to sheer against her helm, and she ran into the Norwegian barque *Circassian*, which latter vessel was damaged.

Reliance.—Havre, Aug. 9.—*Reliance*, British ship, struck the pier in entering and received some damage to her bows; leaks considerably.

Shakespeare, s.—Malta, Aug. 9.—British steamer *Shakespeare* put in with piston broken main engine.

Sicilian, s.—Copenhagen Aug. 10.—Steamer *Sicilian*, of Leith, from Troon for Newfahrwasser, with coal, is aground on Saltholm. A Svitzer steamer is at the vessel assisting.

Soudan.—Aug. 10.—A letter received yesterday from the master of the barque *Inca*, stating that he fell in with the lifeboats of the *Soudan*, and picked up all her crew and passengers, also the mails and seven boxes specie.

Star of Erin.—Queenstown, Aug. 10.—*Polly Woodside* arrived here, reports having spoken, on July 19, the *Star of Erin*, from Canterbury; reported heavy weather off Cape Horn, steering gear smashed and man lost overboard in 35 4 N, 37 38 W.

Thomas Melville. See *Tito*.

Thorndale, s.—St. Nazaire, Aug. 8.—The steamer *Thorndale* has just cleared for Havre. Two surveys have been held on her.

Tito.—Gallipoli, Aug. 4.—The Italian brig *Tito*, Simeoni, from Marseilles for Odessa, with bricks and tiles, was run into off the old lighthouse on Aug. 2 by the steamer *Thomas Melville*, of Shields, bound to Constantinople. The latter vessel proceeded, but the *Tito* had put into Lampsaki to repair.

White Slave, yacht.—Portsmouth, Aug. 12.—Cutler-yacht *White Slave* towed in here, having carried away her mast and bowsprit whilst racing.

CONVICTION FOR OVERLOADING.—At the instance of the Board of Trade, Captain Evan Evans, master of the British steamer *Gwenllian Thomas*, was prosecuted at the Liverpool Police Court on Saturday for two offences, one being that he allowed his vessel, on her voyage from Huelva to Garston, with ore, to be overloaded, so that the load-line disc was submerged 2½ inches, and the other being that he had made a false entry in his official log of the freeboard of his ship when leaving Huelva. The defendant admitted that through an error in loading the cargo the centre of the disc was three-quarters of an inch under water, and contended that the log entries, if properly worked out, would disclose this fact. The deputy-stipendiary, Mr. Kinghorn, decided that both offences were proved, and inflicted a fine of £25 for the first and of £10 for the second, with costs.

NOTICE TO CORRESPONDENTS.

Matter arriving so late as Thursday cannot be guaranteed insertion in SEAFARING of the same week, although an effort will be made to use important Matter arriving not later than by First Post on Thursday morning.

BOSUN'S LOCKER.

A QUANDARY.

"Was that man drunk when you saw him?" asked Justice Clark of a cautious witness concerning the prisoner at the bar.

"Well, I wouldn't swear to that, your honour," was the reply, "but he seemed to be in a quandary."

"A quandary? What was his quandary?" the justice inquired.

"Well, sir, he was standing in a mud-hole, holding to a post, and wanting to go home. He knew that if he let go he'd fall in the mud, and if he didn't go home he'd catch cold; but he was still undecided when I left, and that was about 2 o'clock in the morning."

Justice Clark fined the accused, and then his wife came in and found him, and paid the bill. She seemed to be a very business-like woman, and had an air about her that gave the lie to the testimony about accused wanting to go home.—*Texas Siftings*.

A COAT TALE.

Old Tommy Taylor, tailor and

Retailer, doth retail

Old army coats and coats of arms,

And also coats of male.

With coats of paint he paints his coats

Of arms above his door;

His motto is, "I sew the tares,

Sew all my rip the more."

He is an artist tailor and

His artist work, he'll tell,

Is getting pay from customers

Until he custom well.

When ere his sewing was a lot

His owing was a little,

And though ill fits he never got,

He often got a fit ill.

He seldom tore his clothes, although

He'd often close his store,

And then he'd eye his clothes a while,

Then close his eyes and snore.

To thread a little needle

He would needle little thread;

When cutting dandy's suit he'd say,

"This scissor cut I dread."

In winter he invests in vests;

In summer pants in pants;

In spring he sews some seedy things;

In fall he rips, perchance.

He would make breeches of the piece

Which he was bound to keep,

But none cared for his little fleece

Because his goods were sheep.

IN HIS OWN COIN.

"Is this seat engaged?" he asked of the prettiest girl in the car, and finding that it wasn't he put his sample-box in the rack and braced himself for solid enjoyment.

"Pleasant day," said the girl, coming for him before he could get his tongue unknicked. "Most bewildering day, isn't it?"

"Ye-yes, miss," stammered the drummer. He was in the habit of playing pitcher in this kind of match, and the position of catcher didn't fit him as tightly as his pantaloons.

"Nice weather for travelling," continued the girl, "much nicer than when it was cold. Are you perfectly comfortable?"

"Oh, yes, thanks!" murmured the drummer.

"Glad of it," resumed the girl, cheerfully. "You don't look so. Let me put my shawl under your head, won't you? Hadn't you rather sit next to the window, and have me describe the landscape to you?"

"No, please," he muttered "I—I'm doing well enough."

"Can I buy you some pea-nuts, or a book? Let me do something to make the trip happy! Suppose I slip my arm around your waist. Just lean forward a trifle so I can!"

"You'll—you'll have to excuse me!" gasped the wretched drummer. "I—I don't think you really mean it!"

"You look so tired," she pleaded, "wouldn't you like to rest your head on my shoulder? No one will notice. Just lay your head right down, and I'll tell you stories."

"No—no, thanks! I won't to-day! I'm very comfortable, thank you!" and the poor drummer looked helpless.

"Your scarf-pin is coming out. Let me fix it. There!" and she arrayed it deftly. "At the next station I'll get you a cup of tea, and when we arrive at our destination you'll let me call on you?" and she smiled an anxious prayer right up into his pallid countenance.

"I think I'll go away and smoke," said the drummer, and, hauling down his gripsack, he made for the door, knee-deep in the grins showered around him by his fellow passengers.

"Strange?" murmured the girl to the lady in front of her, "I only did with him just what he was making ready to do with me, and big and strong as he is he couldn't stand it. I really think women have stronger stomachs than men, and besides that, there isn't any smoking car for them to fly to for refuge. I don't understand this thing."

but she seemed back contentedly all the same; and at a convention of drummers, held in the smoker that morning, it was unanimously resolved that her seat was engaged, so far as they were concerned, for the balance of the season.

THE MARKET-VALUE OF POETRY.

"How much is this worth to you?" inquired a tall, slender man, with a large mobile mouth, a retreating chin, and a thin fringe of whiskers on the angle of either jaw, as he walked into the office of the Doodleville "Yelper," and laid a bundle of manuscript on the editor's table.

Editor Clugston picked it up leisurely, and looked it over.

"H'm; is this poetry, is it not?" he said.

"Yes; a poem on 'Immortality.'"

"I thought I noticed that most of the lines seemed to begin with a capital. What was the inquiry you made about it?"

"What is it worth to you?"

"What is your idea of its value?"

"Well, it took me four hours to write it. I burned midnight oil over the poem."

"I have done the same thing over a tariff editorial many a time," mused Mr. Clugston.

"And it seems to me it ought to be worth ten dollars."

"Are you aware Mr. —?"

"My name is Isnoggles—Perry Isnoggles. Accent on the 'I.'"

"Thank you. Are you aware, Mr. Isnoggles, that John Milton sold 'Paradise Lost' for only seventy-two dollars, one-third cash, and the rest on time?"

"Why —?"

"Are you aware that Robert Burns once tried to sell 'Tam O'Shanter' for a suit of clothes worth about 8dol. 50 cents?"

"No, I never heard —"

"Did you know, Mr. Isnoggles," said Editor Clugston, with increasing severity, "that Oliver Goldsmith once sold a poem, two sticks full long, for a glass of ale and three links of sausages; and that Homer refused an offer of a sheepskin for his Iliad because he thought it was worth two sheepskins?"

"I'll take five dollars for the poem," Mr. Clugston.

"Perhaps you have never heard, Mr. Isnoggles," pursued the editor, "that Plautus, the Roman poet, would grind out a Rondeau at any time for a half-pint of shrimps?"

"Say 2dol. 50cents.," suggested the visitor.

"And you did not know, possibly, that Tasso, the Italian poet, hawked a four-page poem about the streets of Sorrento for six shillings, and couldn't sell it at that?"

"Would 1dol. 50cents. be too much for this?"

"A dollar and a-half for five pages of manuscript that Dryden would have sold, even when he was 30 years old, for half-a-crown?"

"You can have it for nothing, Mr. Clugston."

"H'm! This will take up—let me see—in leaded long primer, at least half a column, Mr. Isnoggles."

"I'd like to have it go in. I wouldn't er—mind paying you, say fifty cents. Mr. Clugston, if you can make room for it."

"At regular rates, Mr. Isnoggles," replied the editor, "this would come to about 7dol 50cents.; but I believe in encouraging home poets as much as I can. You are a home poet, are you not?"

"I was raised out here on the Bilby farm."

"And on that account," resumed the editor, making a few figures on a sheet of paper before him, "I will come down to an even 5dol. bill."

"Thank you, Mr. Clugston. It isn't exactly what I had expected; but I —"

"Cash in advance, of course."

Mr. Isnoggles drew out a rather lean wallet, extracted the money therefrom, and handed it over.

"Please say nothing about this," said Mr. Clugston, grandly, as he put the money in a pocket-book ten times leaner than his visitor's. "I wouldn't do it for everybody."

Mr. Isnoggles expressed his gratitude, and walked out.

"Hang a newspaper man that can't devise some way to meet a wash bill!" soliloquised Editor Clugston, as he leaned back in his chair, and looked at himself in the glass.—*Chicago Tribune.*

NOT SO FOOLISH.

He: "You loved me once."

She: "Yes, when I was young and foolish."

He: "And you rejected me."

She: "Um—then I couldn't have been so very foolish, after all."—*Detroit Free Press.*

HER BLOOD WAS PURE ENOUGH.

Mrs. Bondclipper: "Doctor, what do you think is the matter with me?"

Doctor: "I am inclined to think your blood is not pure. I'll have to give you something to purify your blood."

Mrs. Bondclipper (haughtily): "You are probably not aware that I belong to one of the old Dutch families of New York."

POMPEII'S ADVANTAGES.

Mr. Godet (surveying the debris on Broadway): "I wish I lived in Pompeii."

Mr. Stillman: "Why, that town is as dead as Philadelphia."

Mr. Godet: "I know it; but the streets there have only been torn up once in 2,000 years."

FLOORED AGAIN.

A big, burly man, about 30 years of age, entered a shoe shop on Grand River-avenue the other day, and after looking all around and closely scanning the proprietor, he said:

"You are not the man who run this shop 15 years ago?"

"No."

"Are you his son, brother, or any relation?"

"No."

"Where is the man?"

"He is dead!"

"What—dead!"

"Been dead 14 years. Owe you anything?"

"No! I owed him something. I owed him the all-firedest licking a man ever got, and I came in to give it to him to-day!"

"Well, you are too late. Why did you wait so long?"

"He was a big fellow, and had a bad look to him. I was only a boy when I came in here one day 15 years ago to have a lift put on the heel of my boot. I accidentally upset some of his traps, and he put the lift somewhere else. I told him I'd grow for him, and that's what I've been doing."

"Sorry for you," said the shoemaker, as he shaved away at a piece of sole leather.

"It's a mean trick! It's a mean trick! It's 15 years thrown dead away! Have his heirs any claim on this shop?"

"None whatever."

"And you are not related?"

"Not in the least."

"Then I couldn't punch your head on the old account?"

"Mercy, no! Might as well punch the Chinaman next door."

"Well, I'm sorry, but I don't see how it can be helped. I suppose I ought to have kept closer track of him. You don't want to stand up before me?"

"Oh, no, no, no."

"Well, good day. I'd like to give you one punch for the sake of the departed, but I'll let you off this time."

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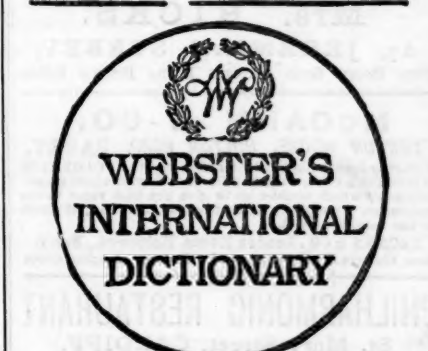
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